



U. S. Department
Of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 19, 2002

Mr. Christopher P. Arman
Deputy Commissioner, Department of Aviation
O'Hare Modernization Program Office
8755 W. Higgins Road, Suite 610
Chicago, IL 60631

Subject: Use of FAA's 2001 Terminal Area Forecast for Planning Purposes
And Acceptance of Derivative Forecast Methodology

Dear Mr. Arman:

This letter is in response to your requests to use the Federal Aviation Administration's (FAA's) 2001 Terminal Area Forecast (TAF) for planning purposes in support of the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS), and for concurrence on the methodology used to prepare subsequent derivative demand profiles.

The FAA concurs with your request to utilize the FAA's 2001 TAF for planning purposes. At this time, the 2001 TAF is the most current TAF published. It is anticipated that subsequent FAA forecasts will be issued during the OMP EIS process. Accordingly, appropriate consideration/discussion of any differences with, and the consequences of, subsequent forecasts may prove necessary in the forthcoming OMP EIS. In such a case we would expect the EIS to include a sensitivity analysis of the differing forecasts. An analysis of the effect of potential fleet changes may also be necessary as it appears likely that, at least in the short-term, there may be considerable migration from main line aircraft to regional jets.

After consultation with FAA's Systems Analysis and Policy Analysis Division, we also concur that the methodology used by the City in the preparation of derivative demand profiles through 2022 is appropriate and sound. We appreciate your efforts to ensure that the methodology and assumptions utilized have been extensively coordinated with and reviewed by FAA staff.

We appreciate your ongoing commitment to coordination efforts with us on this EIS. Since changes are likely to occur in a project of this magnitude, we solicit your continued cooperation with FAA to ensure that additional concerns or questions posed by us, especially with regard to aviation forecasts, are addressed to our satisfaction.

Sincerely,

Philip M. Smithmeyer, Manager
Chicago Airports District Office

Exhibit B-1
O'Hare International Airport - Domestic Arrivals (PMAD CY2007)
Sum of Previous Hour

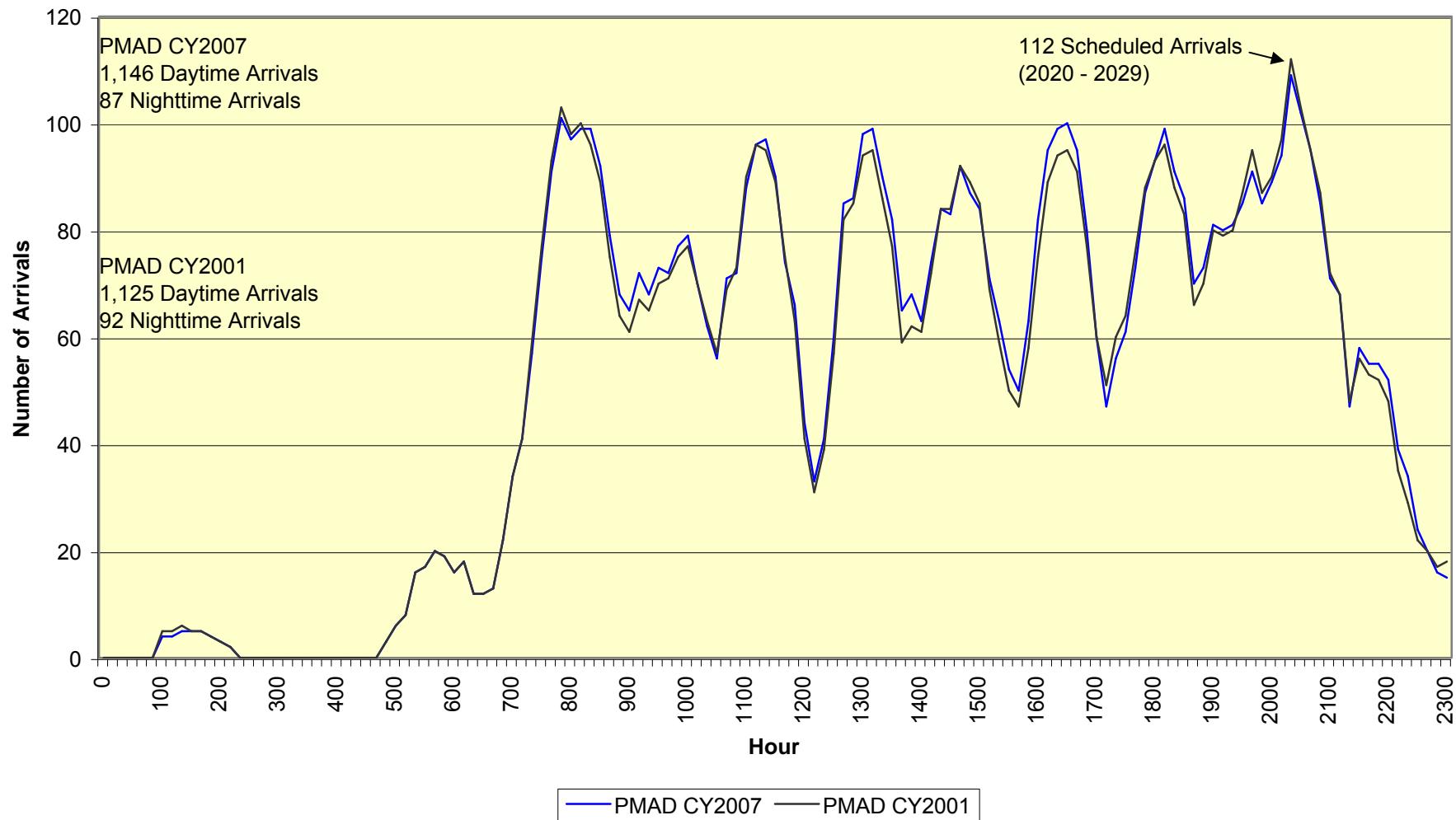


Exhibit B-2
O'Hare International Airport - Domestic Departures (PMAD CY2007)
Sum of Previous Hour

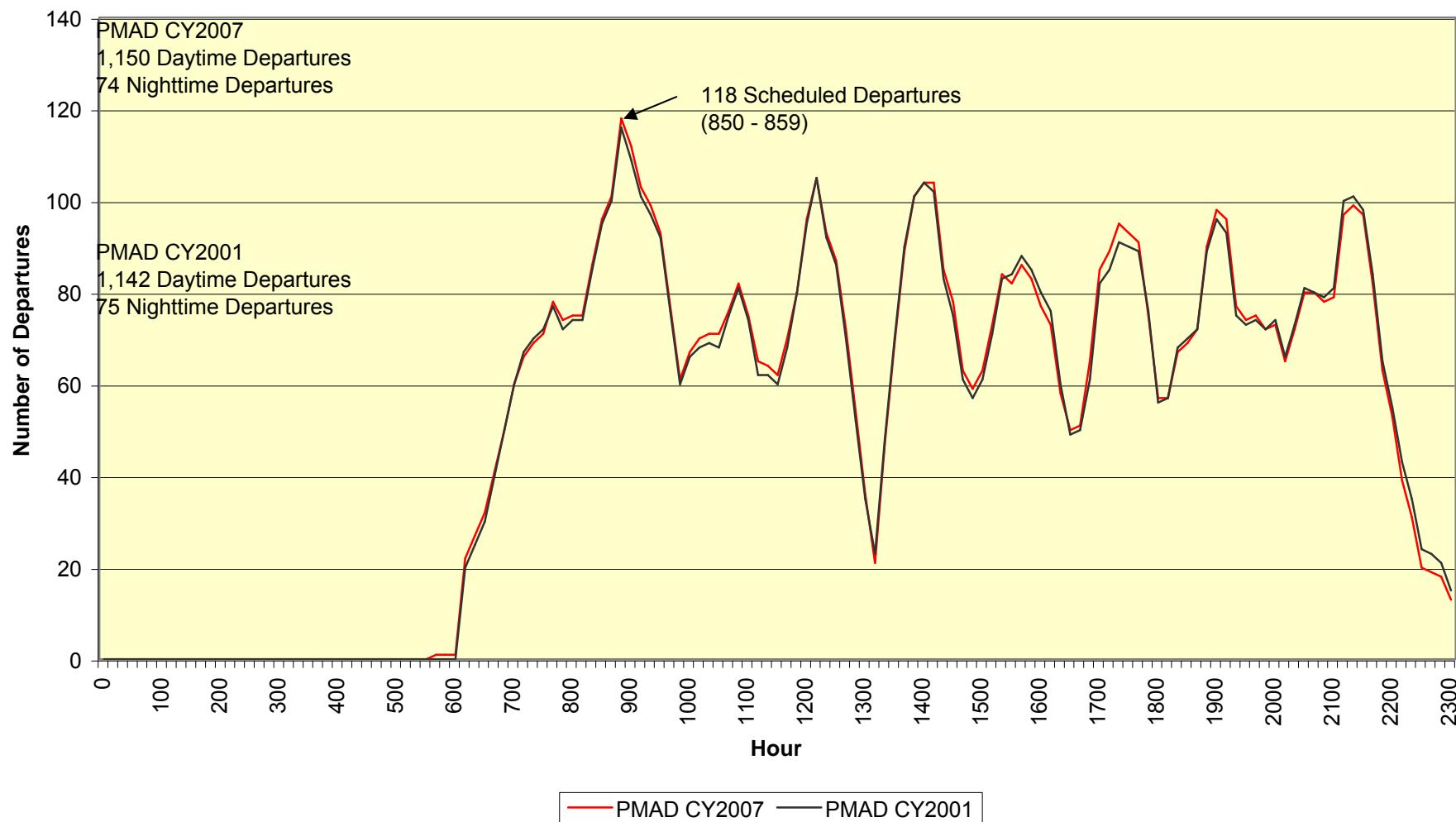


Exhibit B-3
O'Hare International Airport - Scheduled Domestic Operations (PMAD CY2007)
Sum of Previous Hour

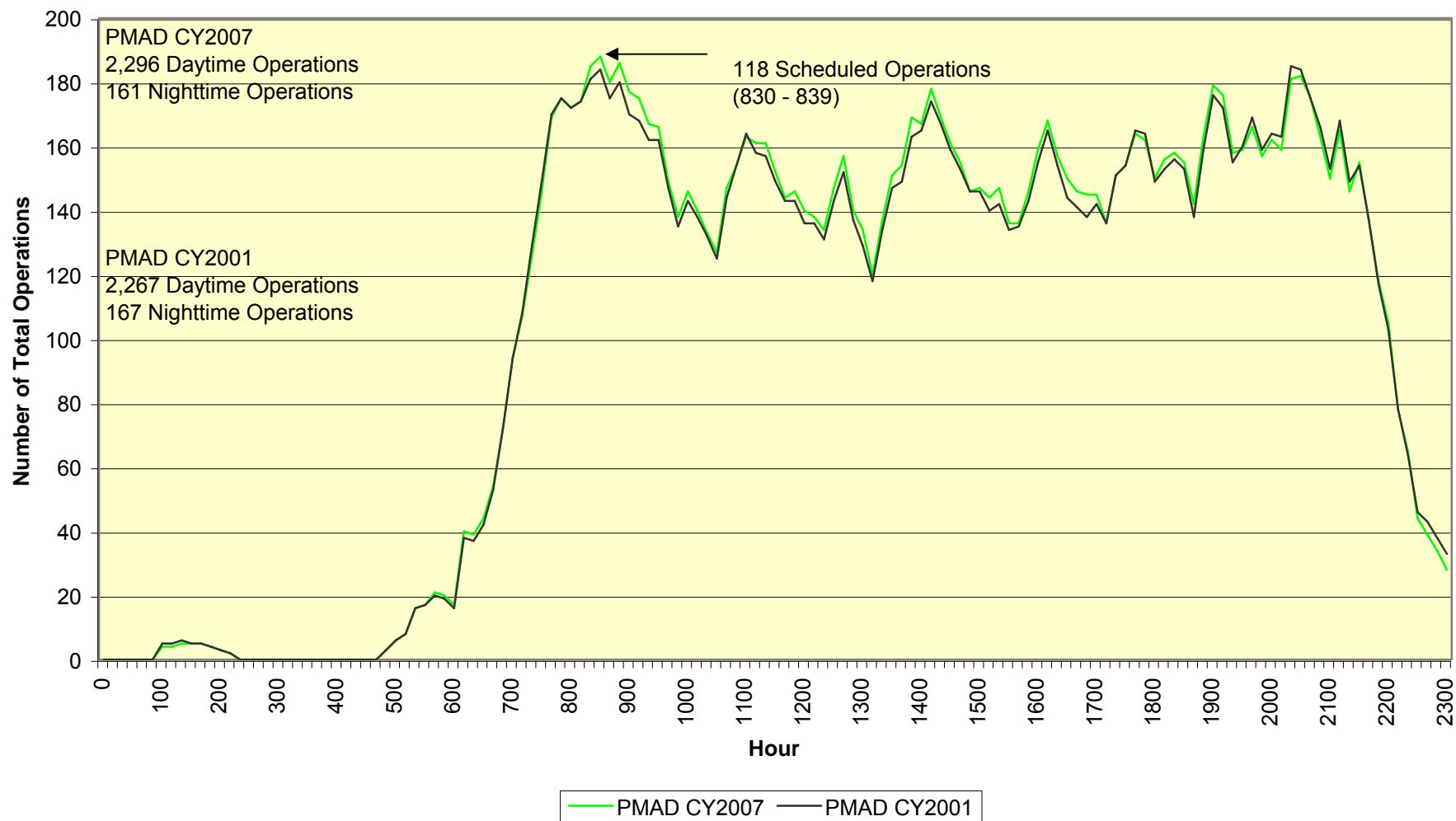


Exhibit B-4
O'Hare International Airport - International Arrivals (PMAD CY2007)
Sum of Previous Hour

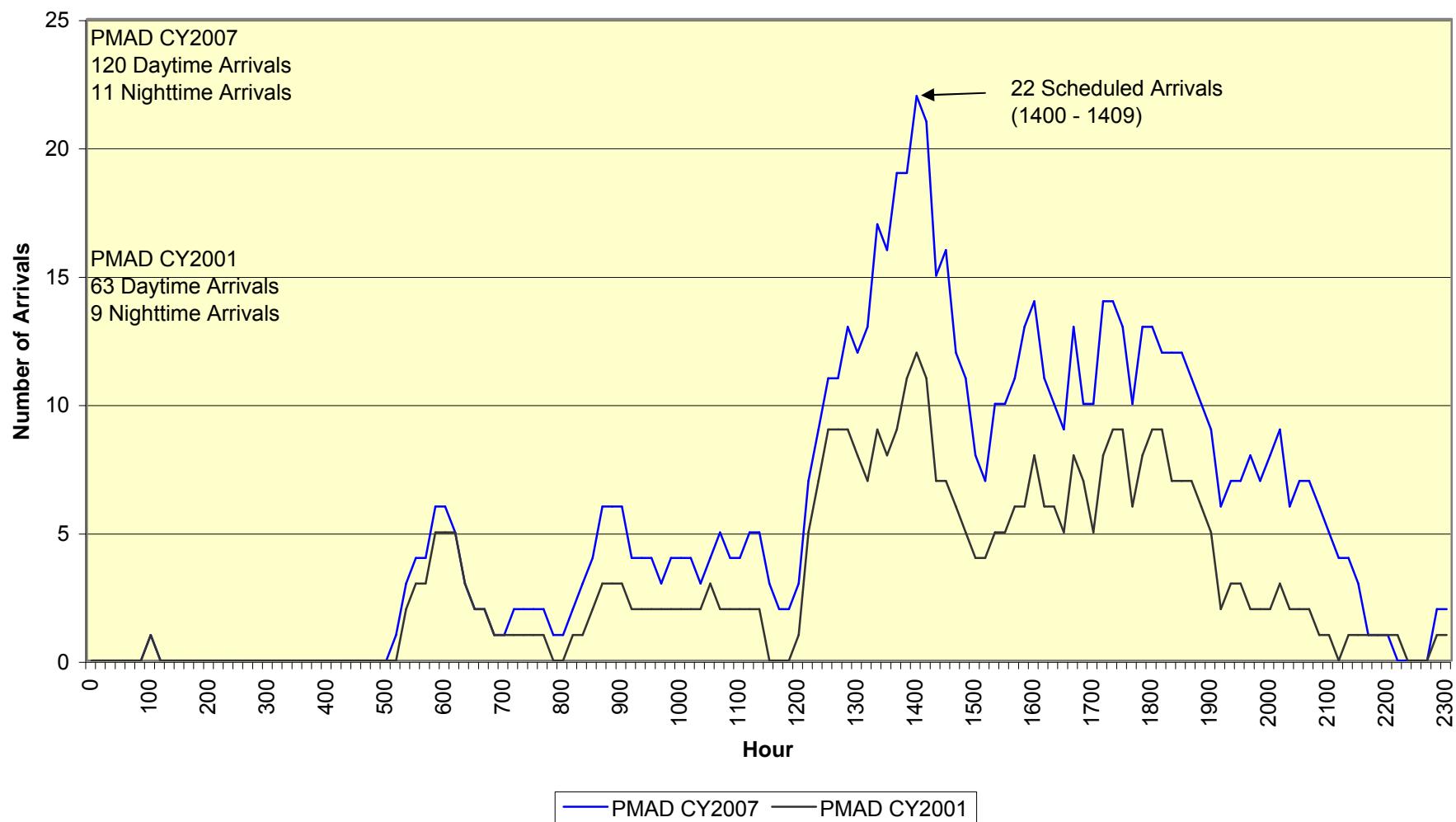


Exhibit B-5
O'Hare International Airport - International Departures (PMAD CY2007)
Sum of Previous Hour

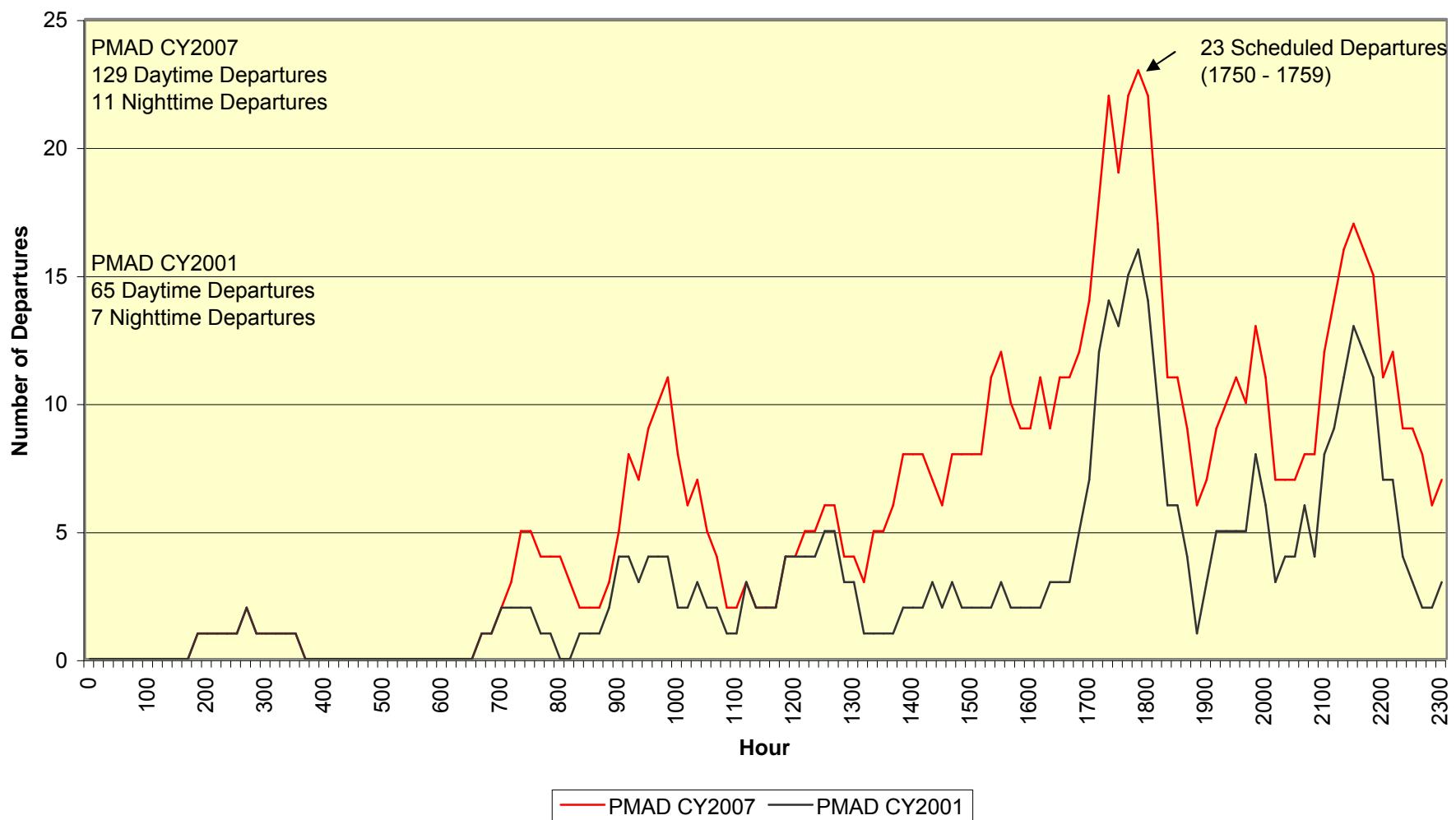


Exhibit B-6
O'Hare International Airport - Scheduled International Operations (PMAD CY2007)
Sum of Previous Hour

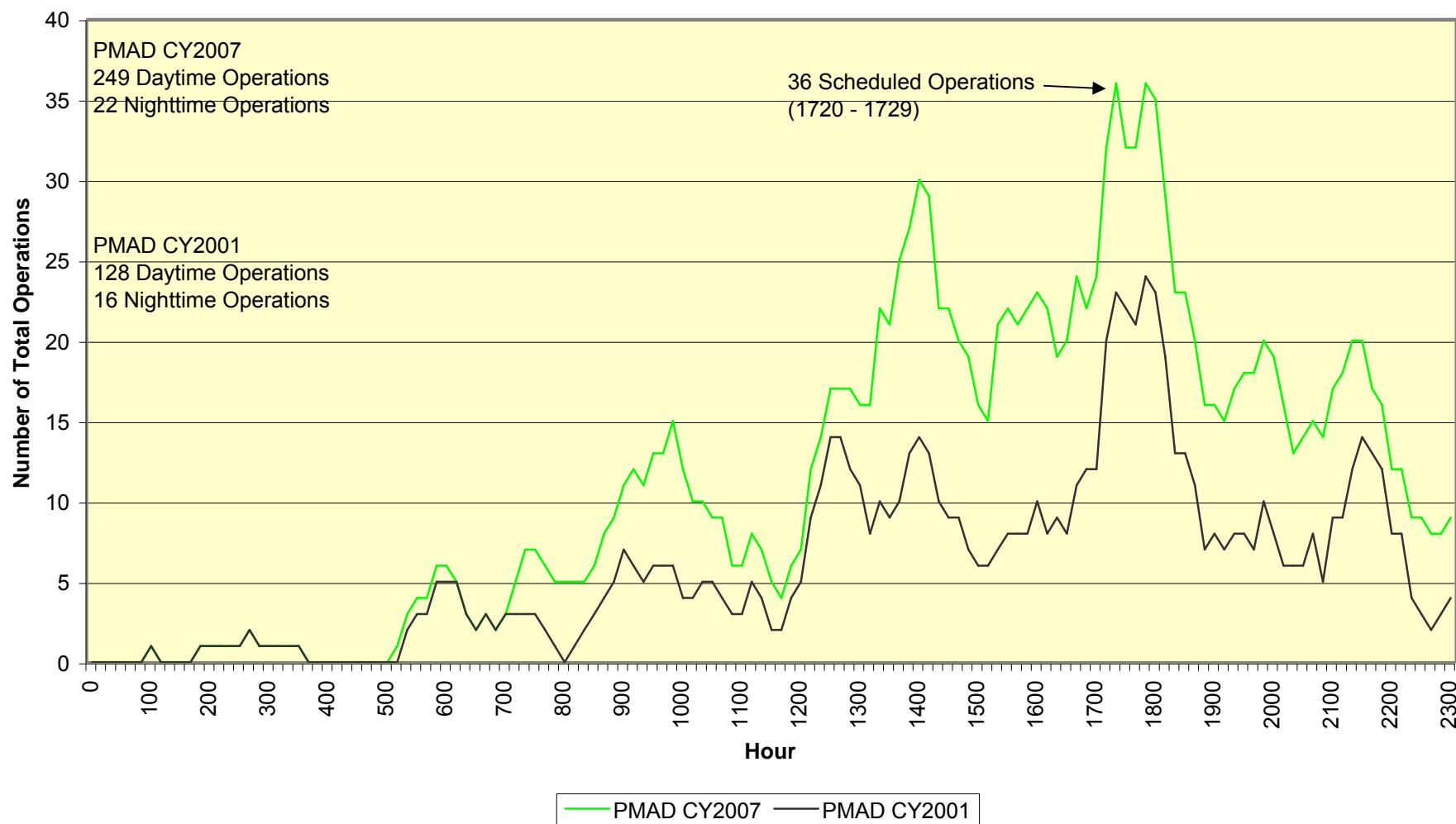


Exhibit B-7
O'Hare International Airport - Domestic Arrivals (PMAD CY2009)
Sum of Previous Hour

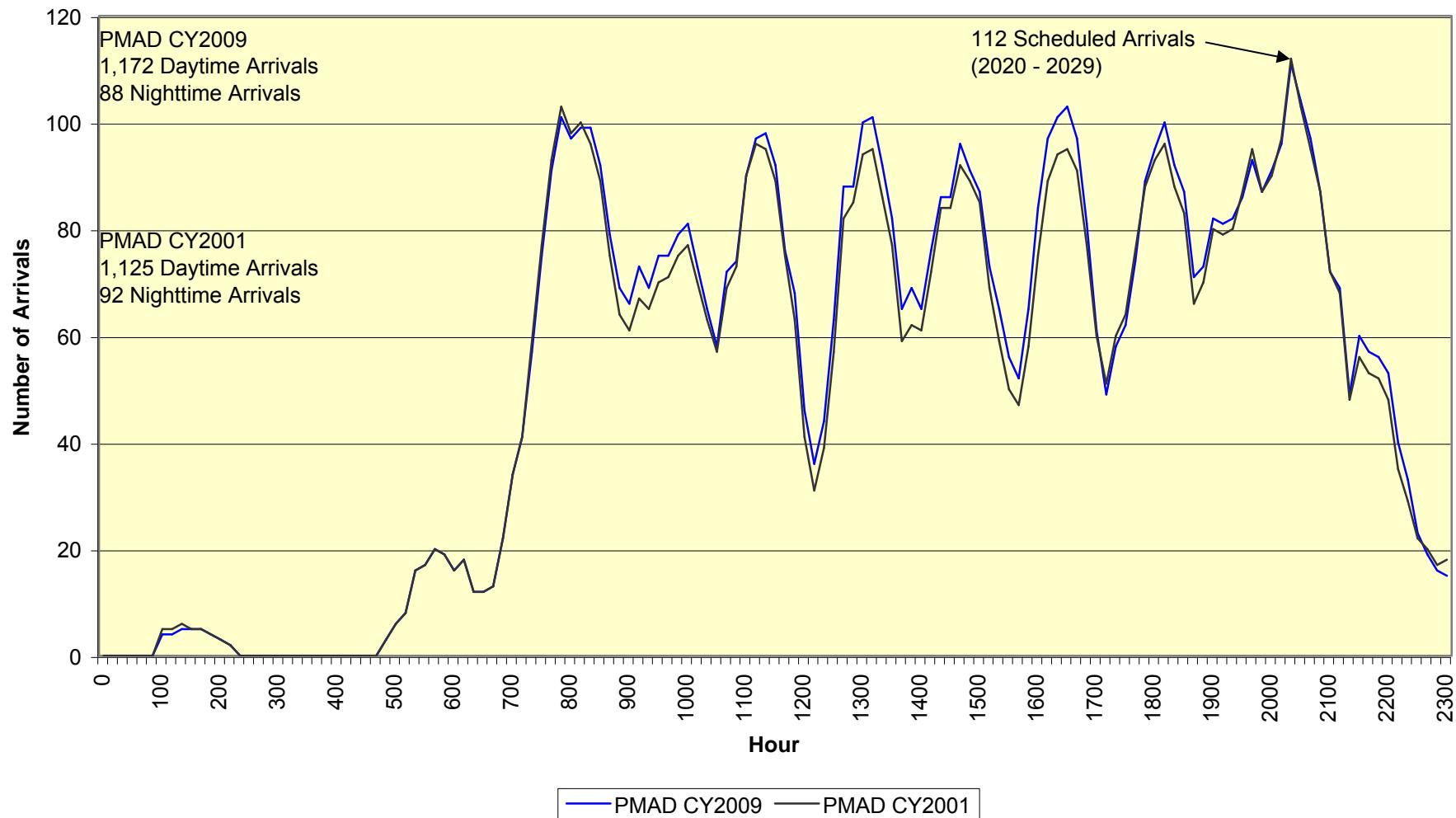


Exhibit B-8
O'Hare International Airport - Domestic Departures (PMAD CY2009)
Sum of Previous Hour

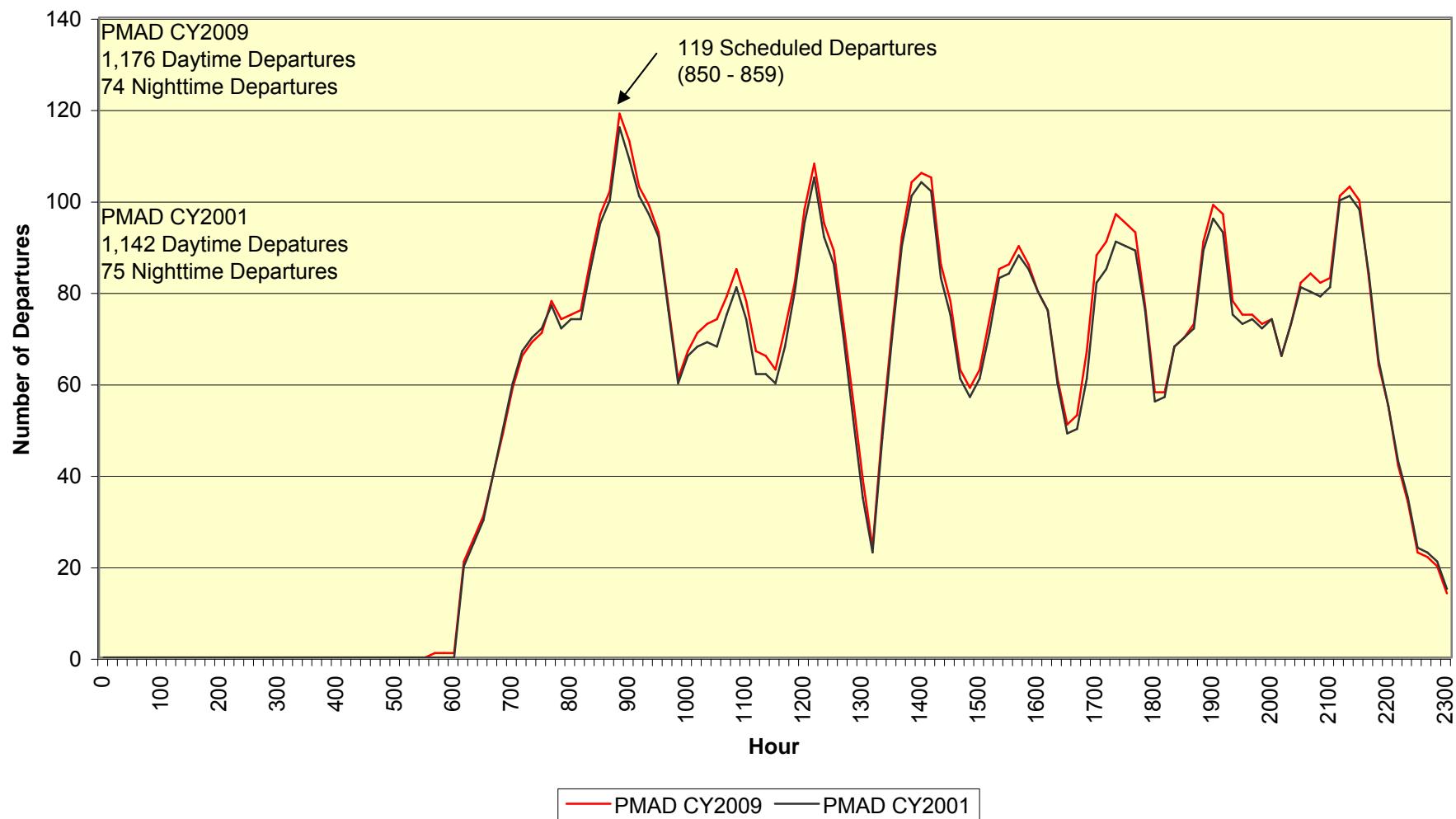


Exhibit B-9
O'Hare International Airport - Scheduled Domestic Operations (PMAD CY2009)
Sum of Previous Hour

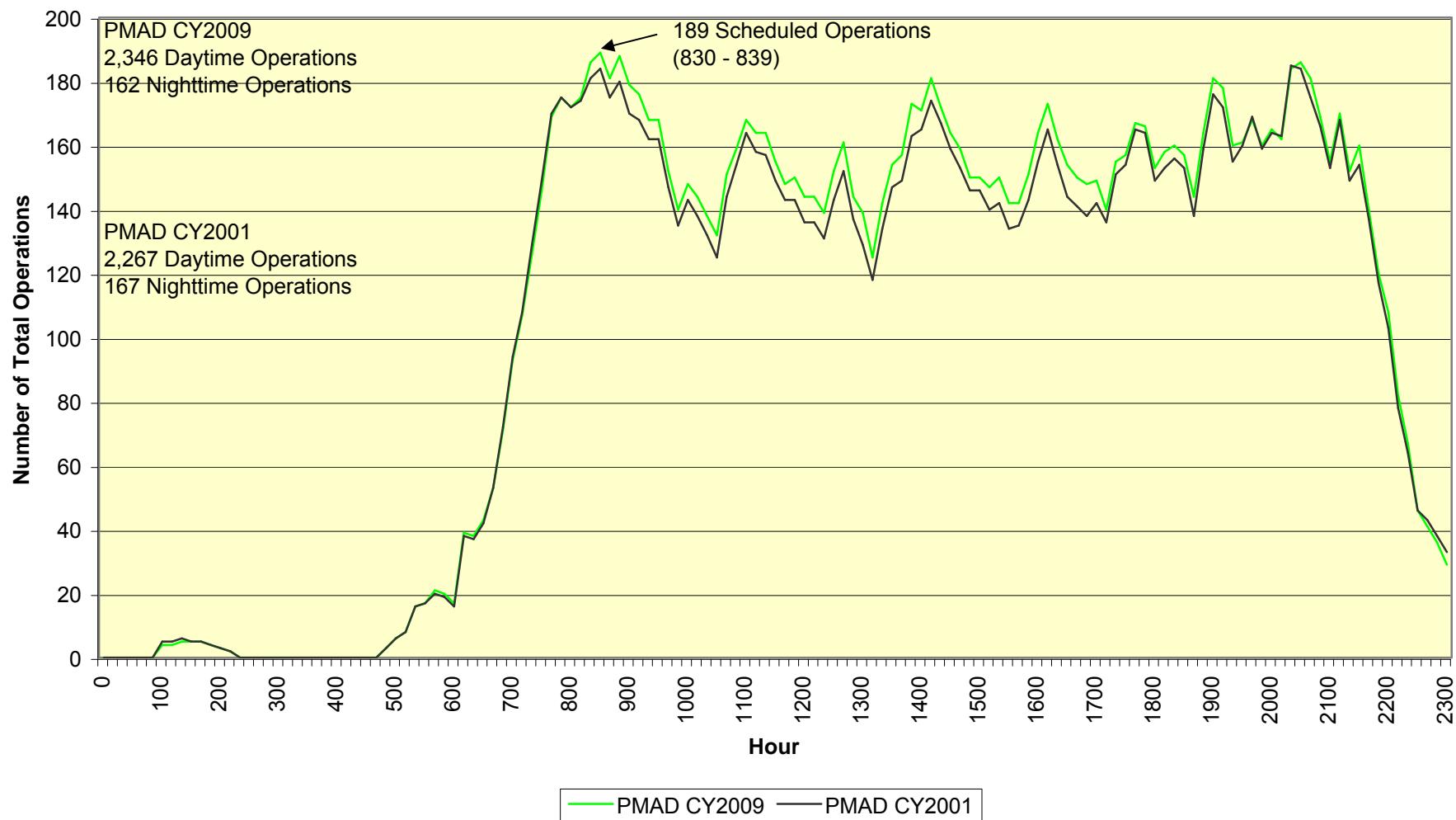


Exhibit B-10
O'Hare International Airport - International Arrivals (PMAD CY2009)
Sum of Previous Hour

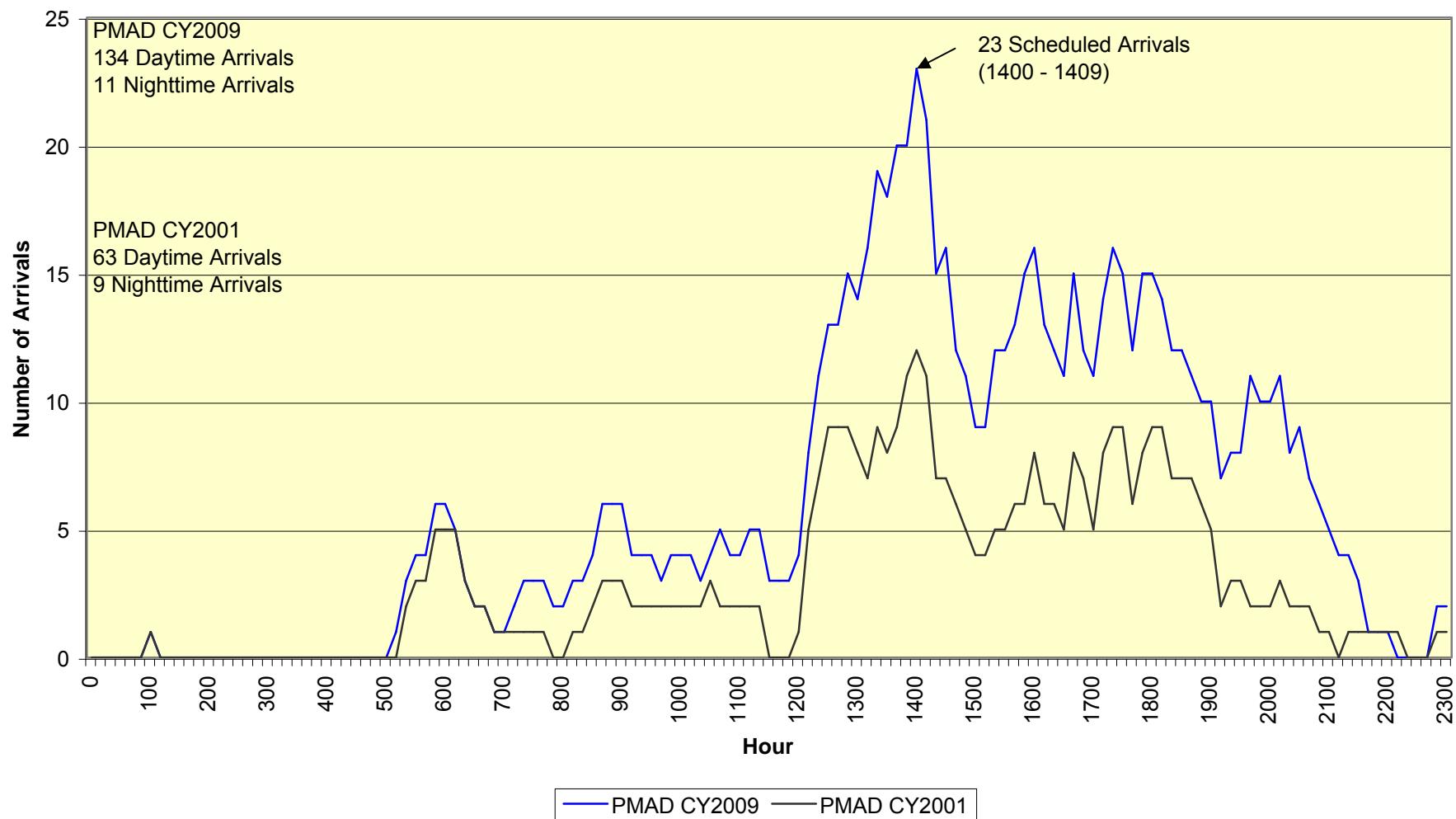


Exhibit B-11
O'Hare International Airport - International Departures (PMAD CY2009)
Sum of Previous Hour

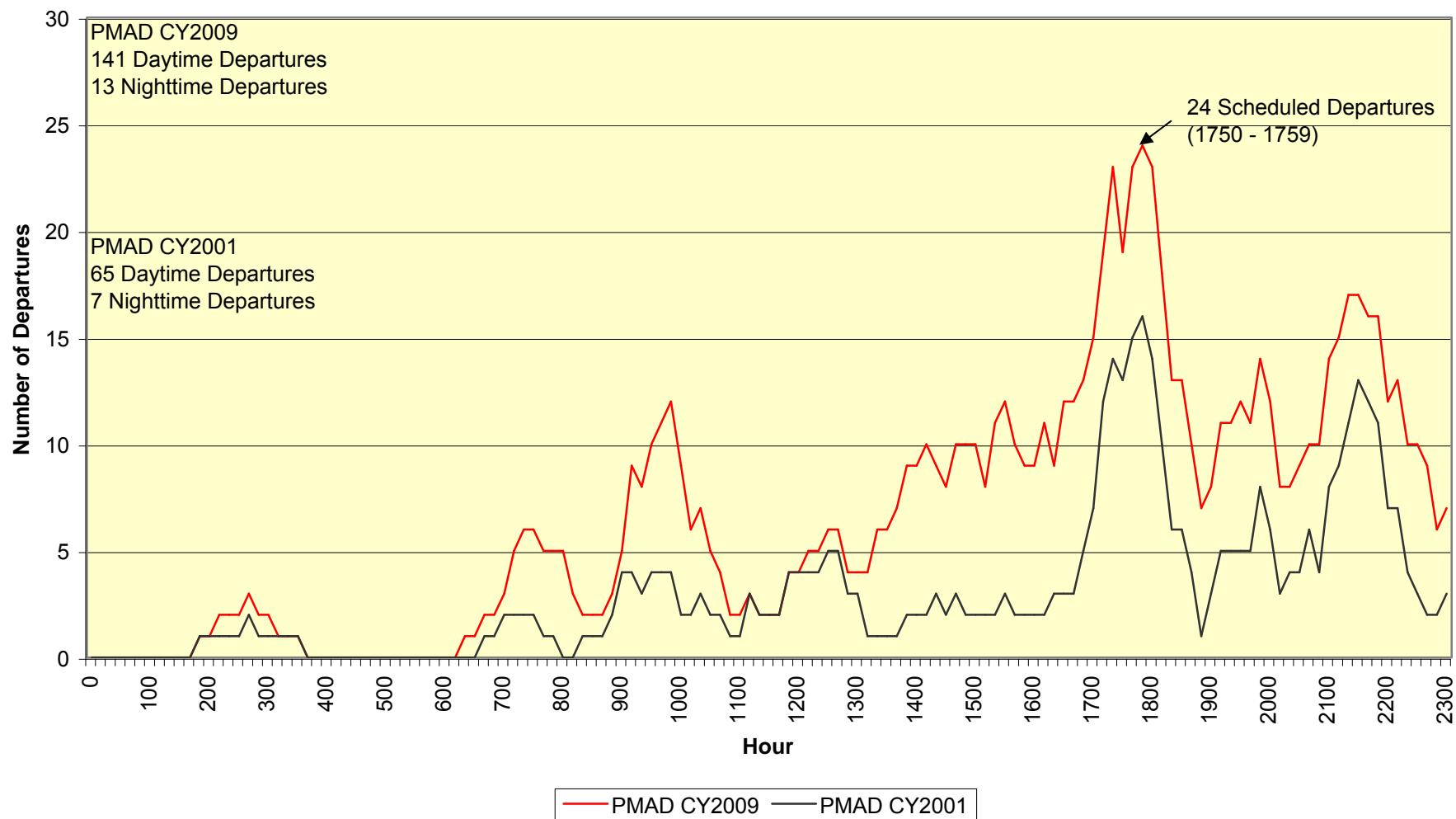


Exhibit B-12
O'Hare International Airport - Scheduled International Operations (PMAD CY2009)
Sum of Previous Hour

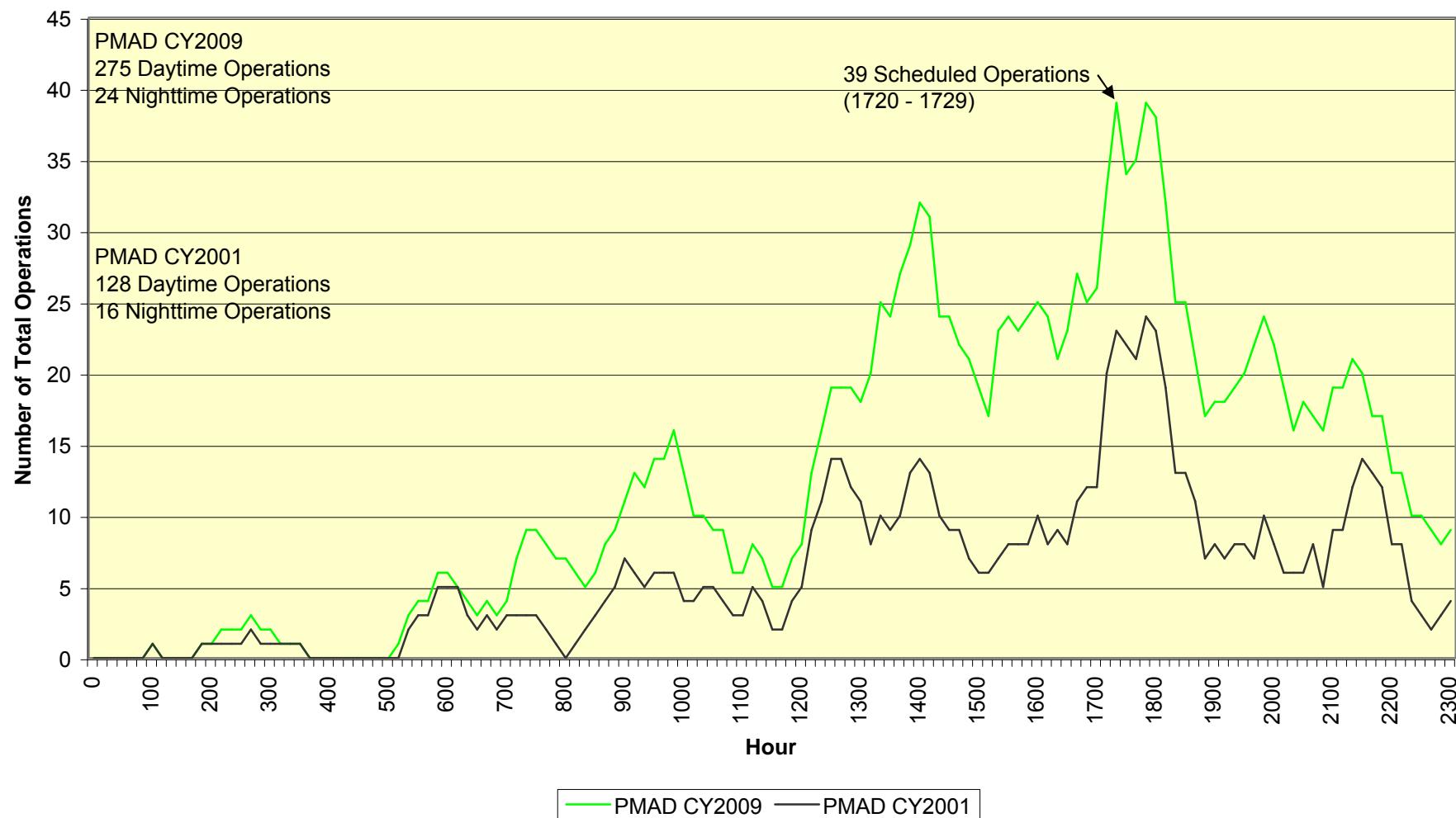


Exhibit B-13
O'Hare International Airport - Domestic Arrivals (PMAD CY2013)
Sum of Previous Hour

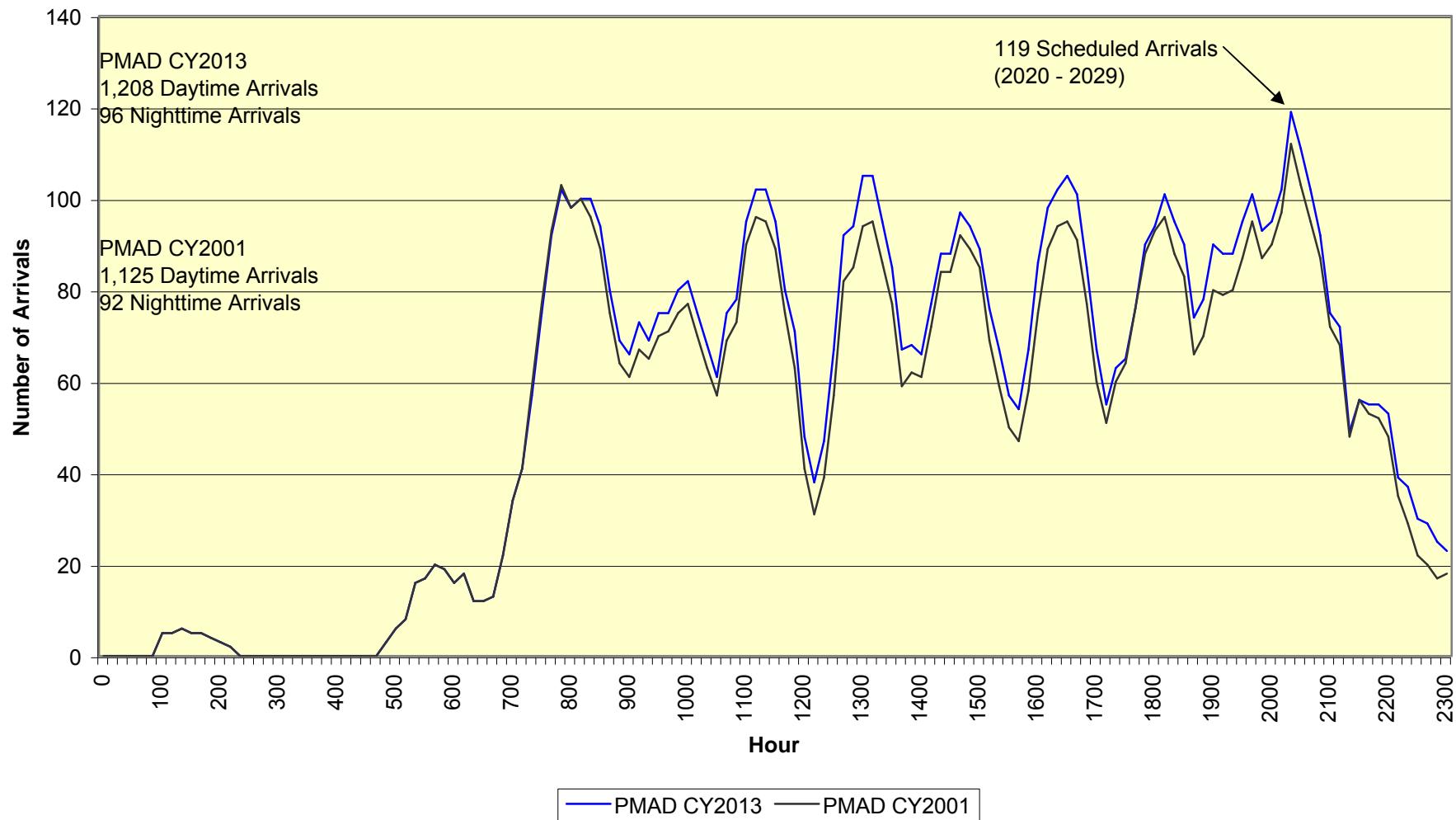


Exhibit B-14
O'Hare International Airport - Domestic Departures (PMAD CY2013)
Sum of Previous Hour

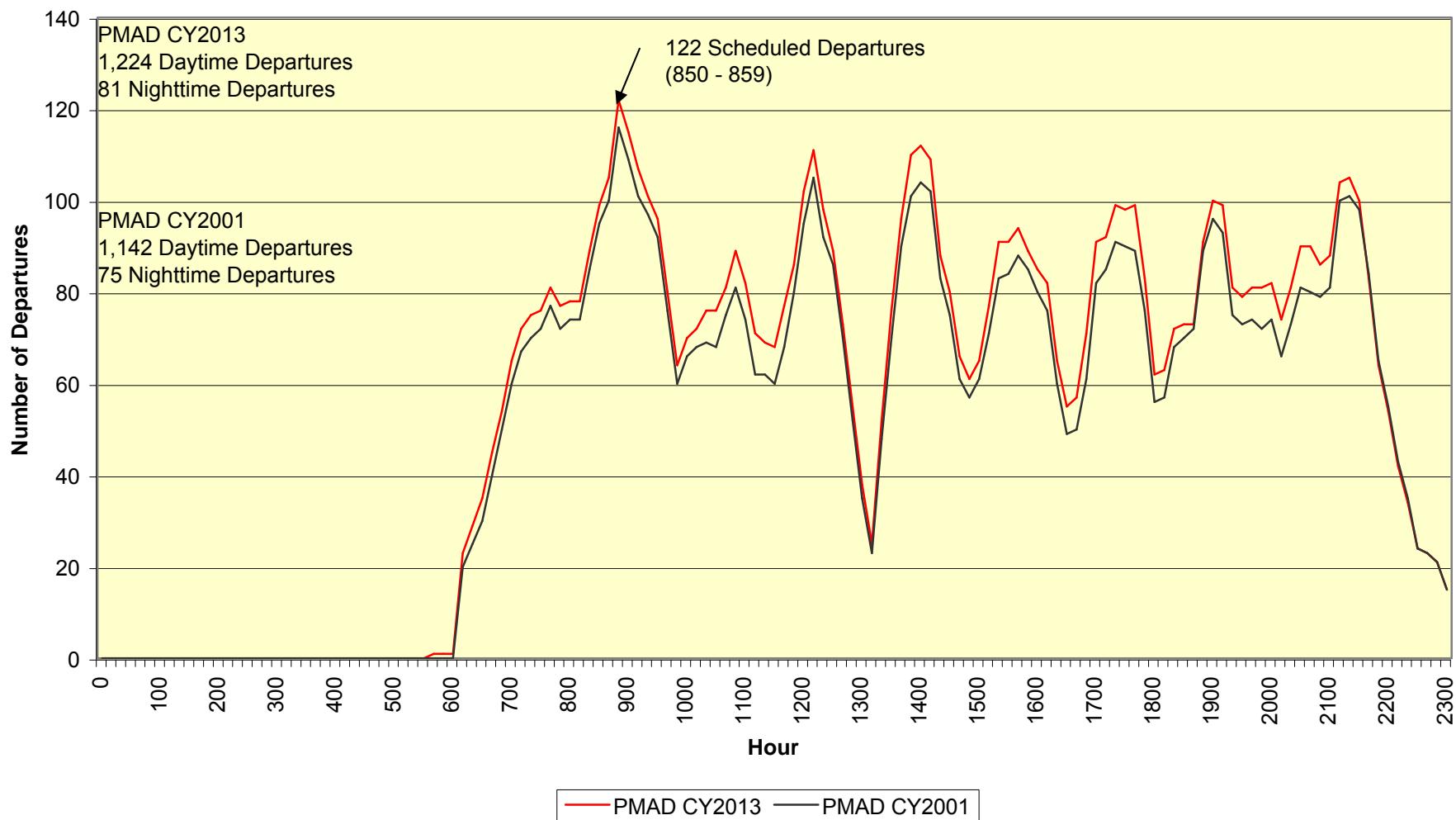


Exhibit B-15
O'Hare International Airport - Scheduled Domestic Operations (PMAD CY2013)
Sum of Previous Hour

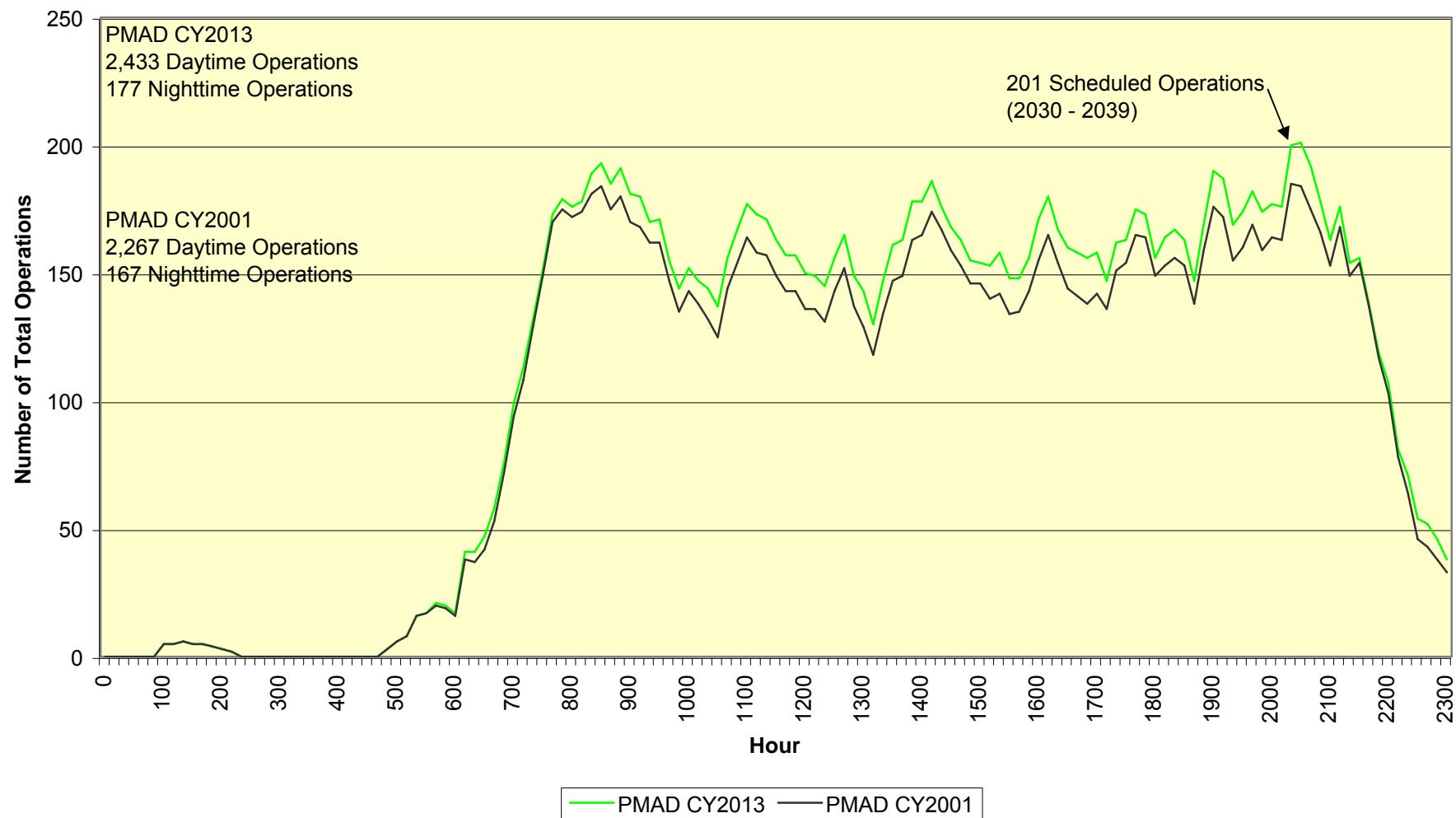


Exhibit B-16
O'Hare International Airport - International Arrivals (PMAD CY2013)
Sum of Previous Hour

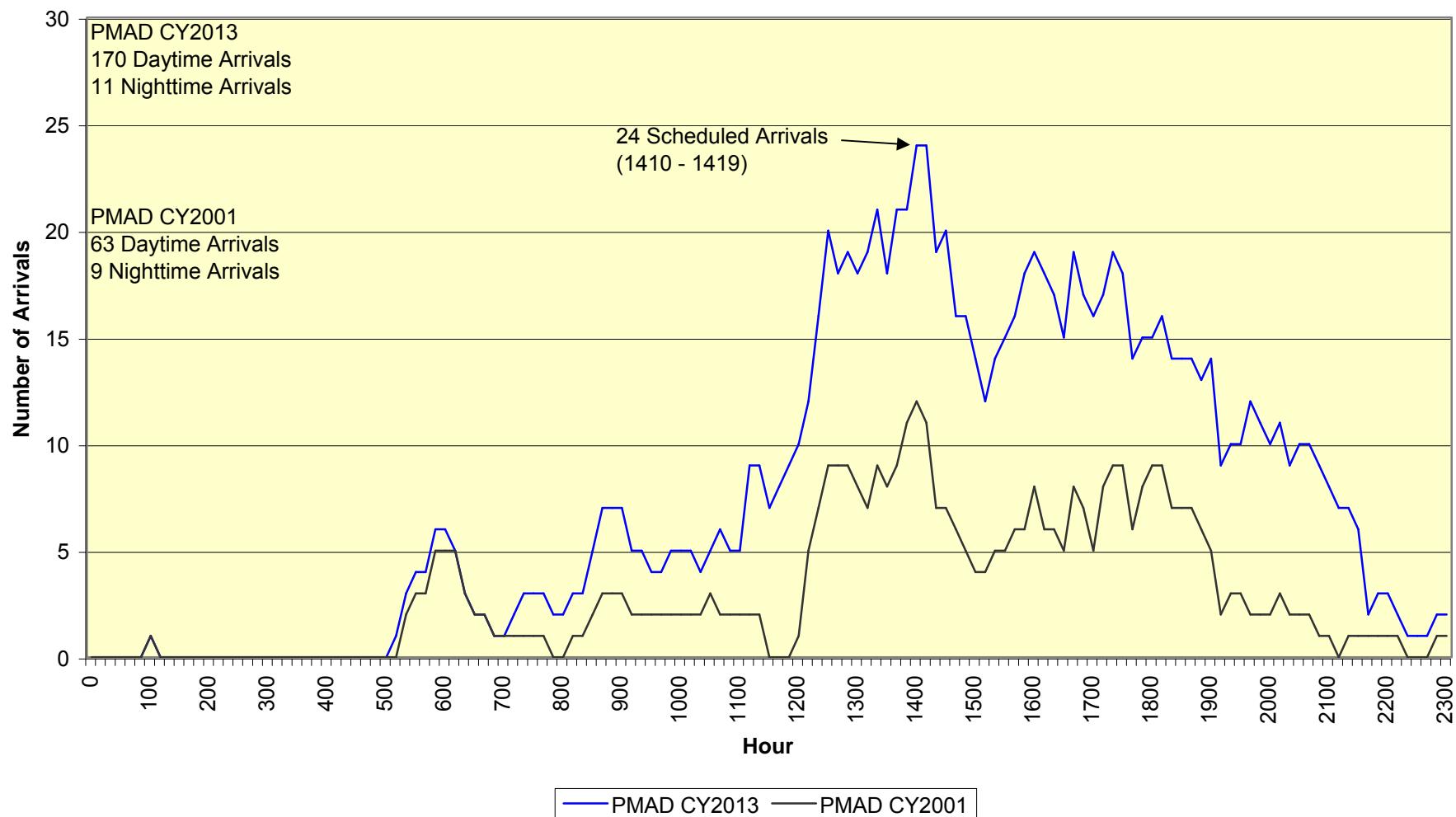


Exhibit B-17
O'Hare International Airport - International Departures (PMAD CY2013)
Sum of Previous Hour

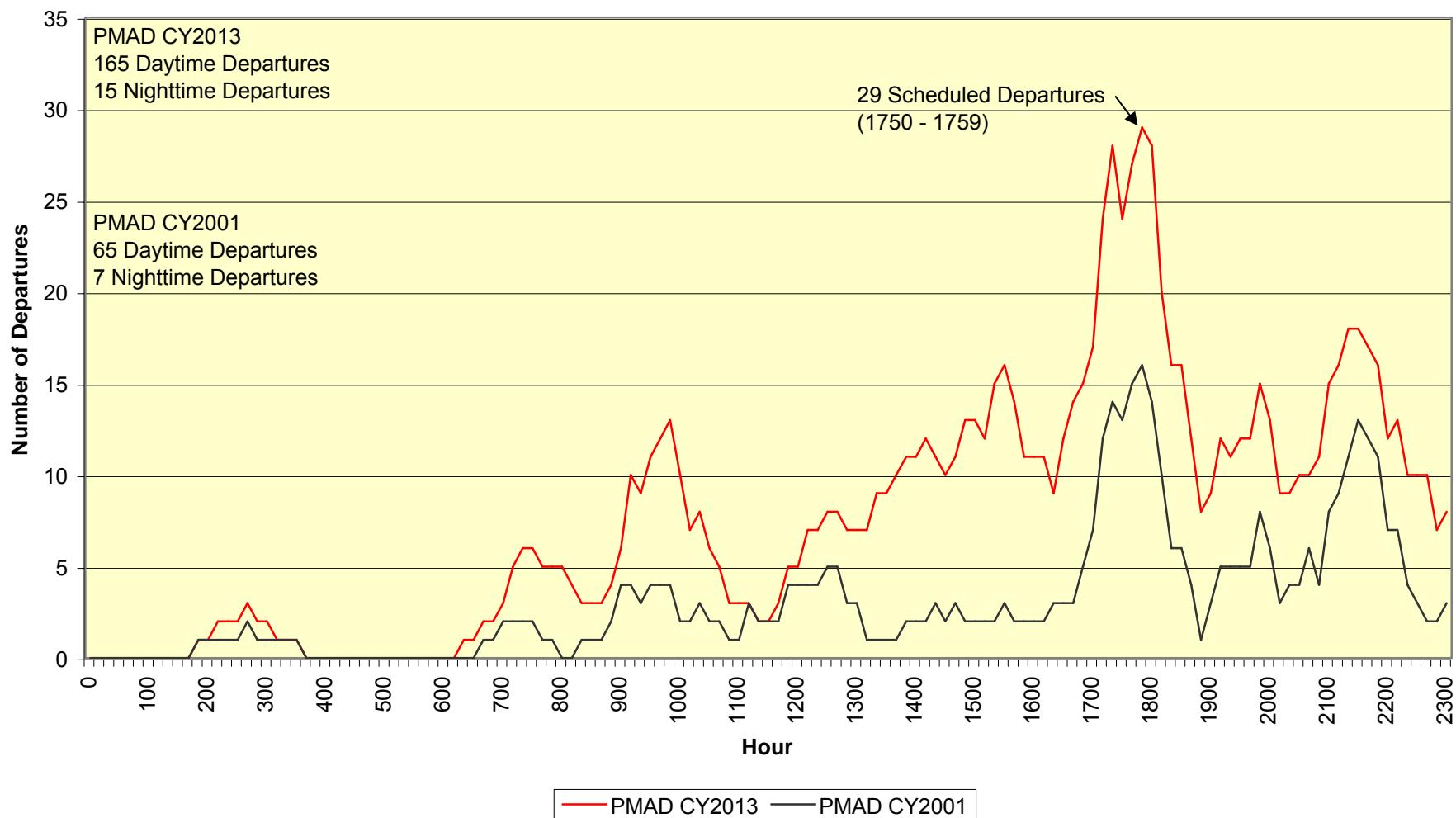


Exhibit B-18
O'Hare International Airport - Scheduled International Operations (PMAD CY2013)
Sum of Previous Hour

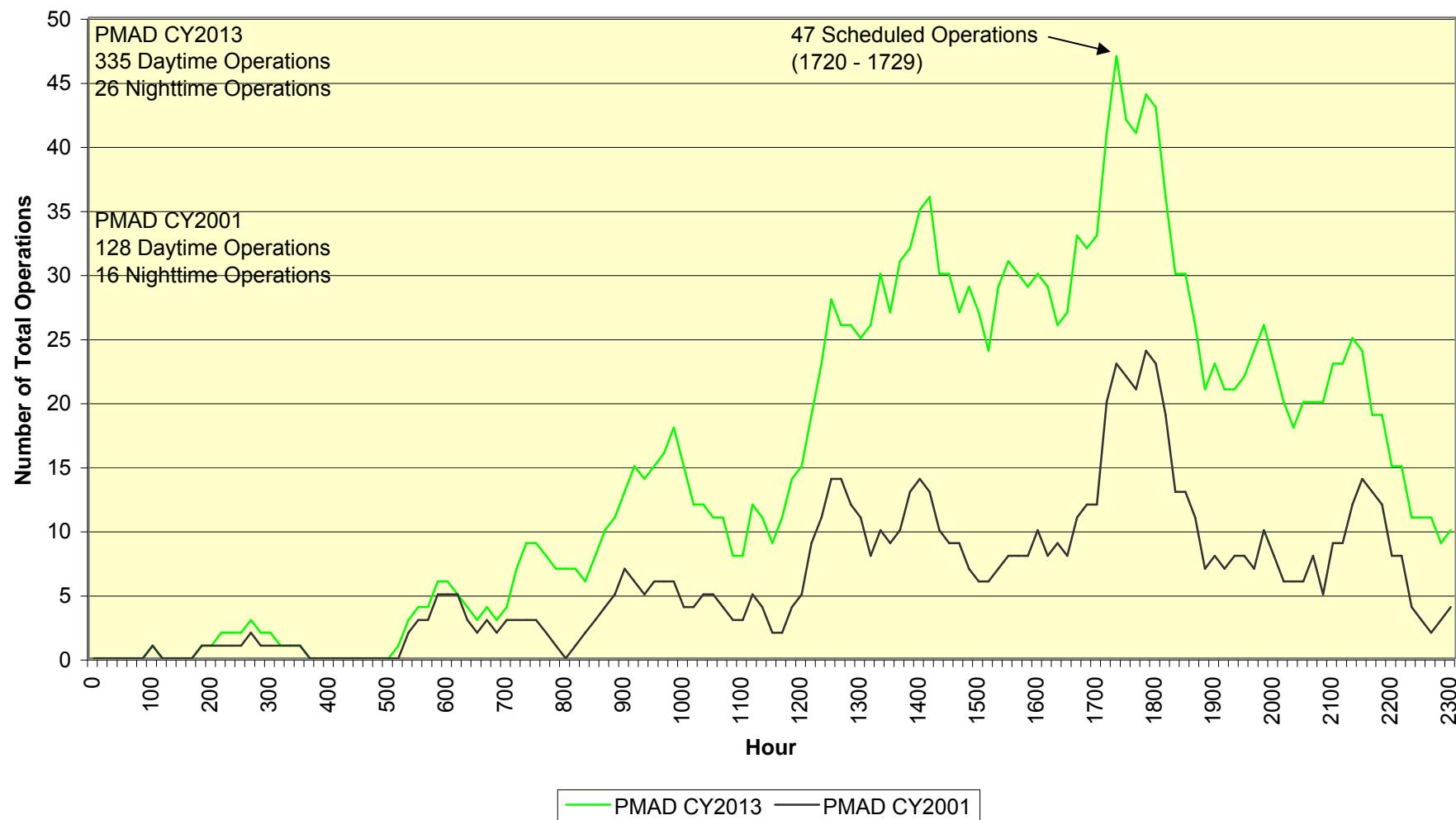


Exhibit B-19
O'Hare International Airport - Domestic Arrivals (PMAD CY2018)
Sum of Previous Hour

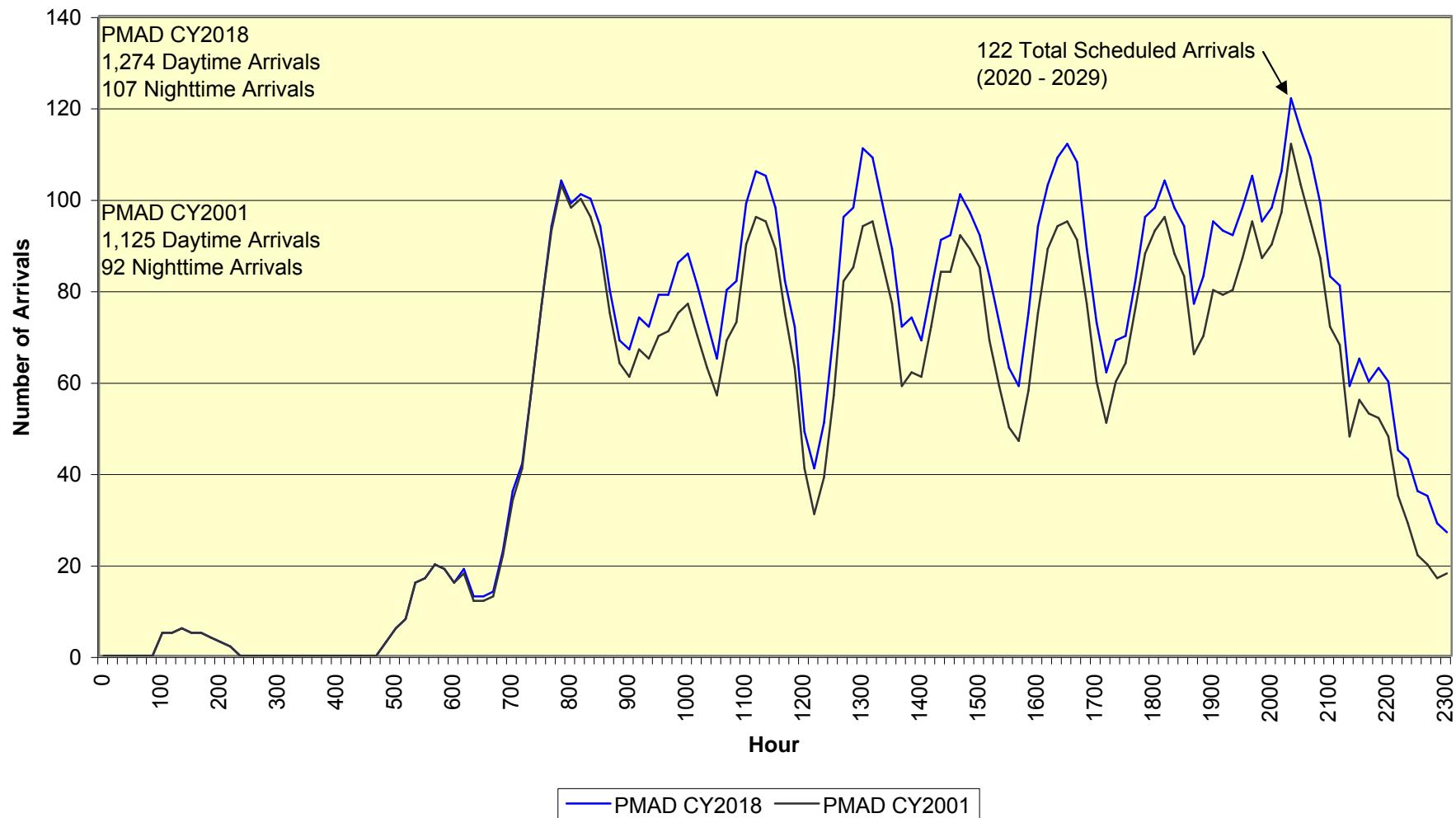


Exhibit B-20
O'Hare International Airport - Domestic Departures (PMAD CY2018)
Sum of Previous Hour

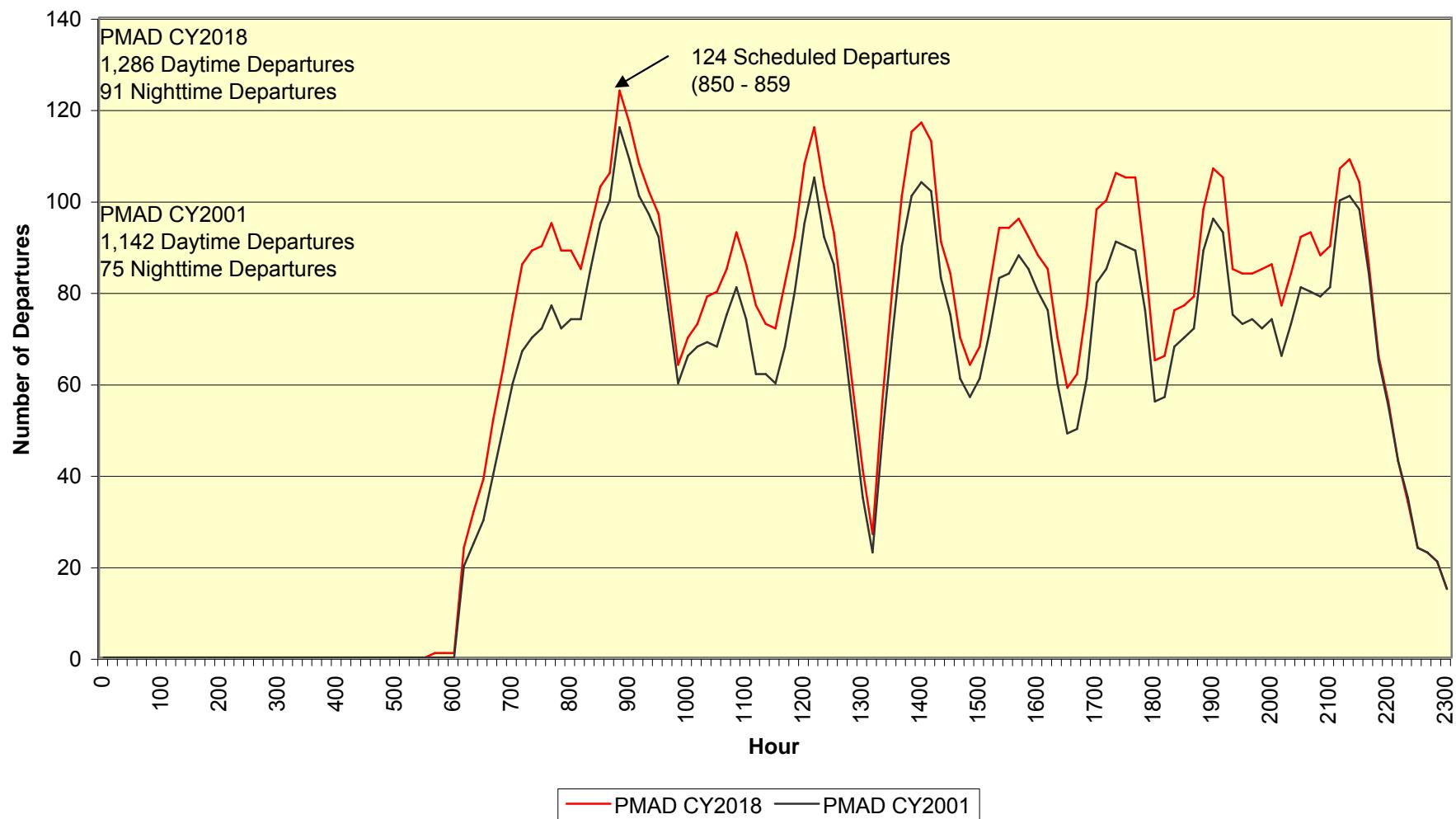


Exhibit B-21
O'Hare International Airport - Scheduled Domestic Operations (PMAD CY2018)
Sum of Previous Hour

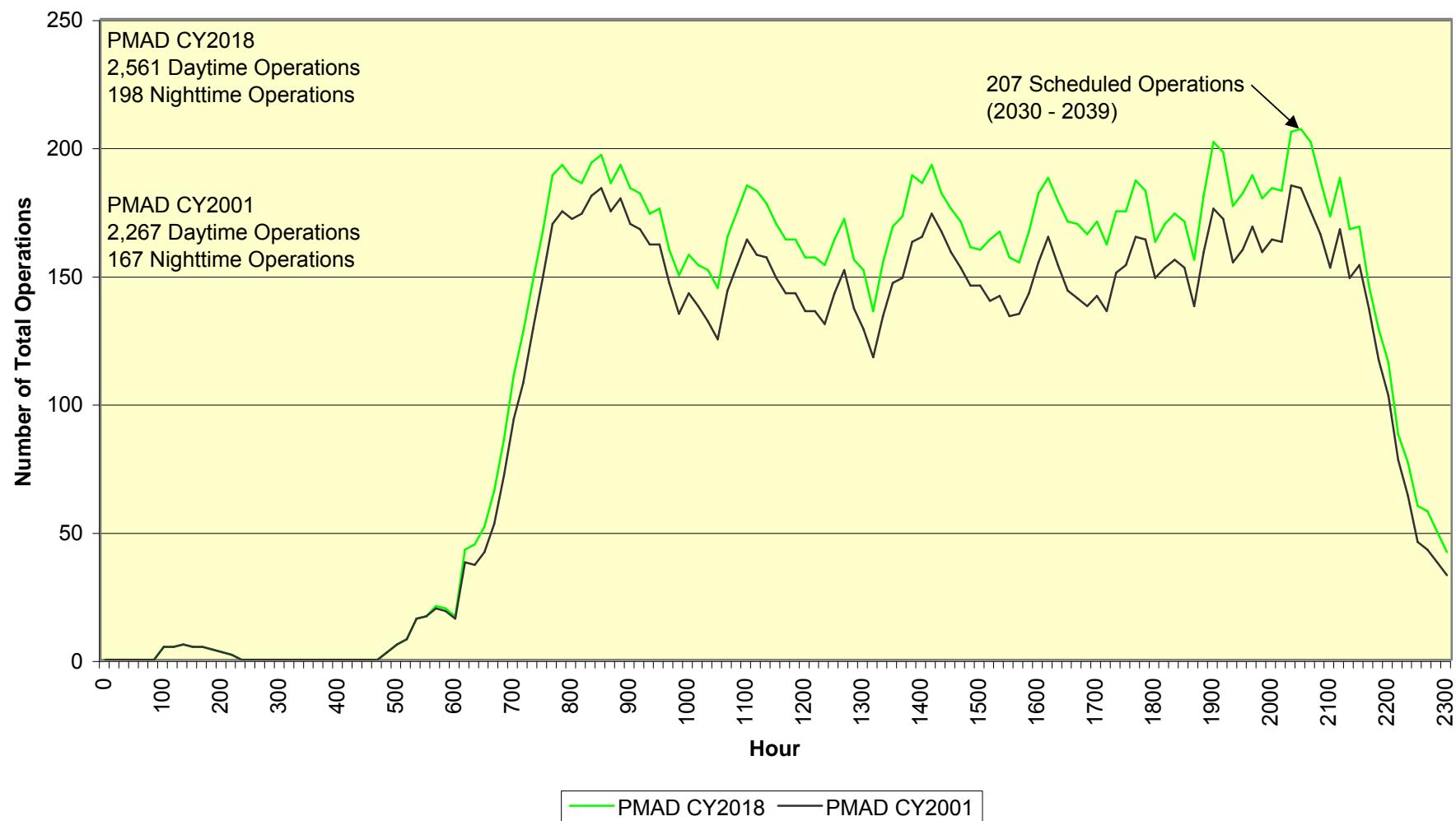


Exhibit B-22
O'Hare International Airport - International Arrivals (PMAD CY2018)
Sum of Previous Hour

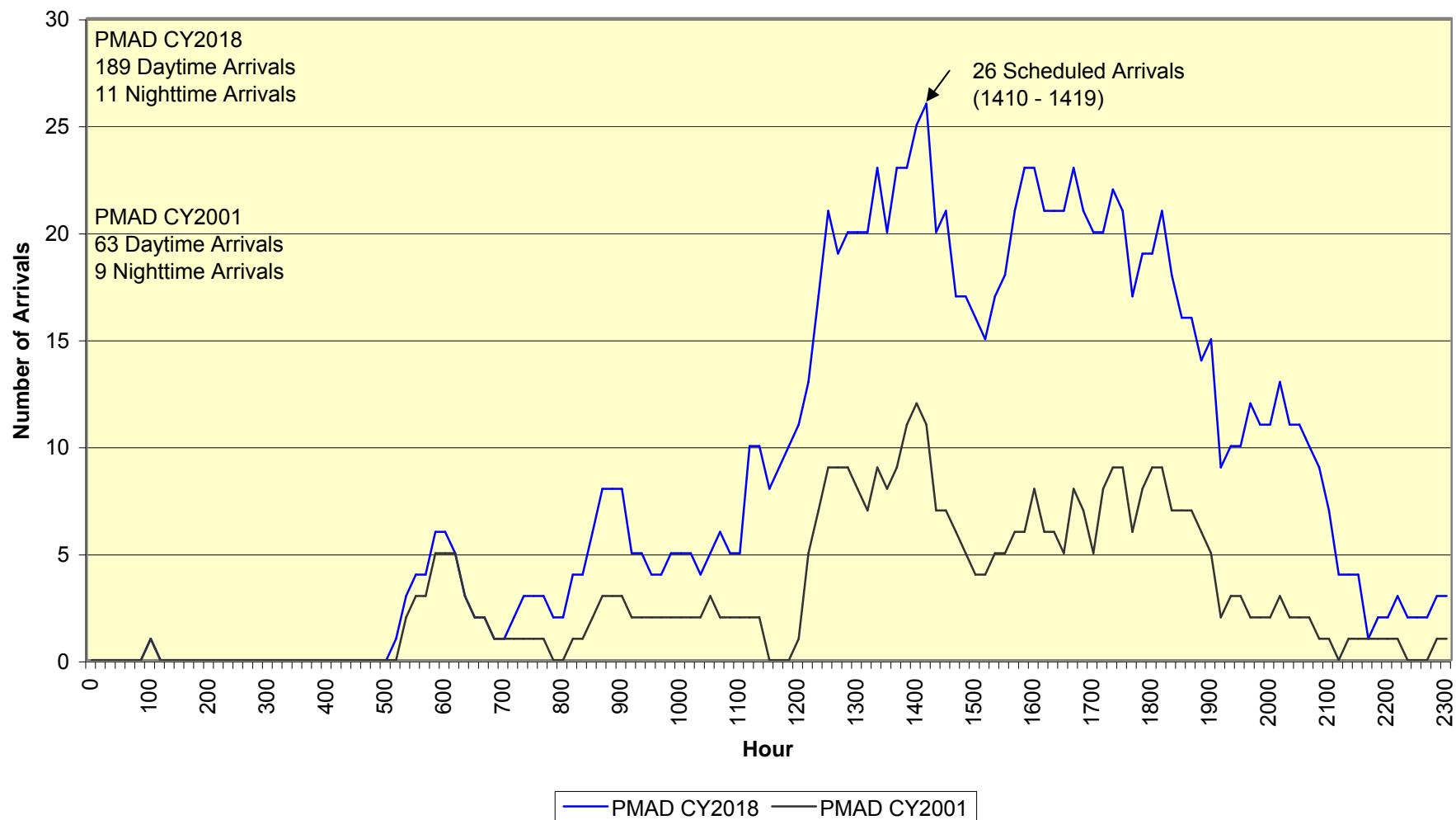


Exhibit B-23
O'Hare International Airport - International Departures (PMAD CY2018)
Sum of Previous Hour

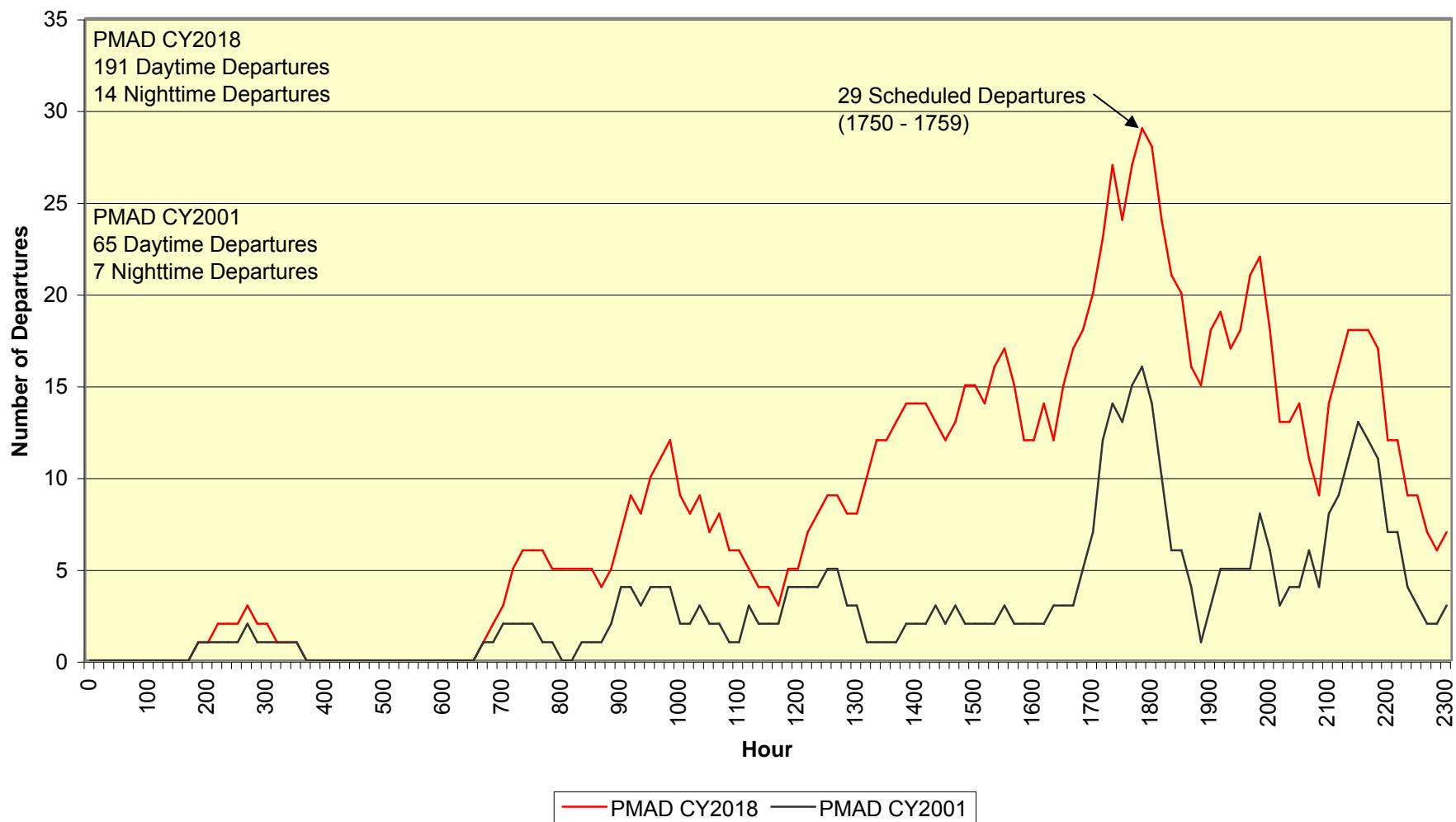
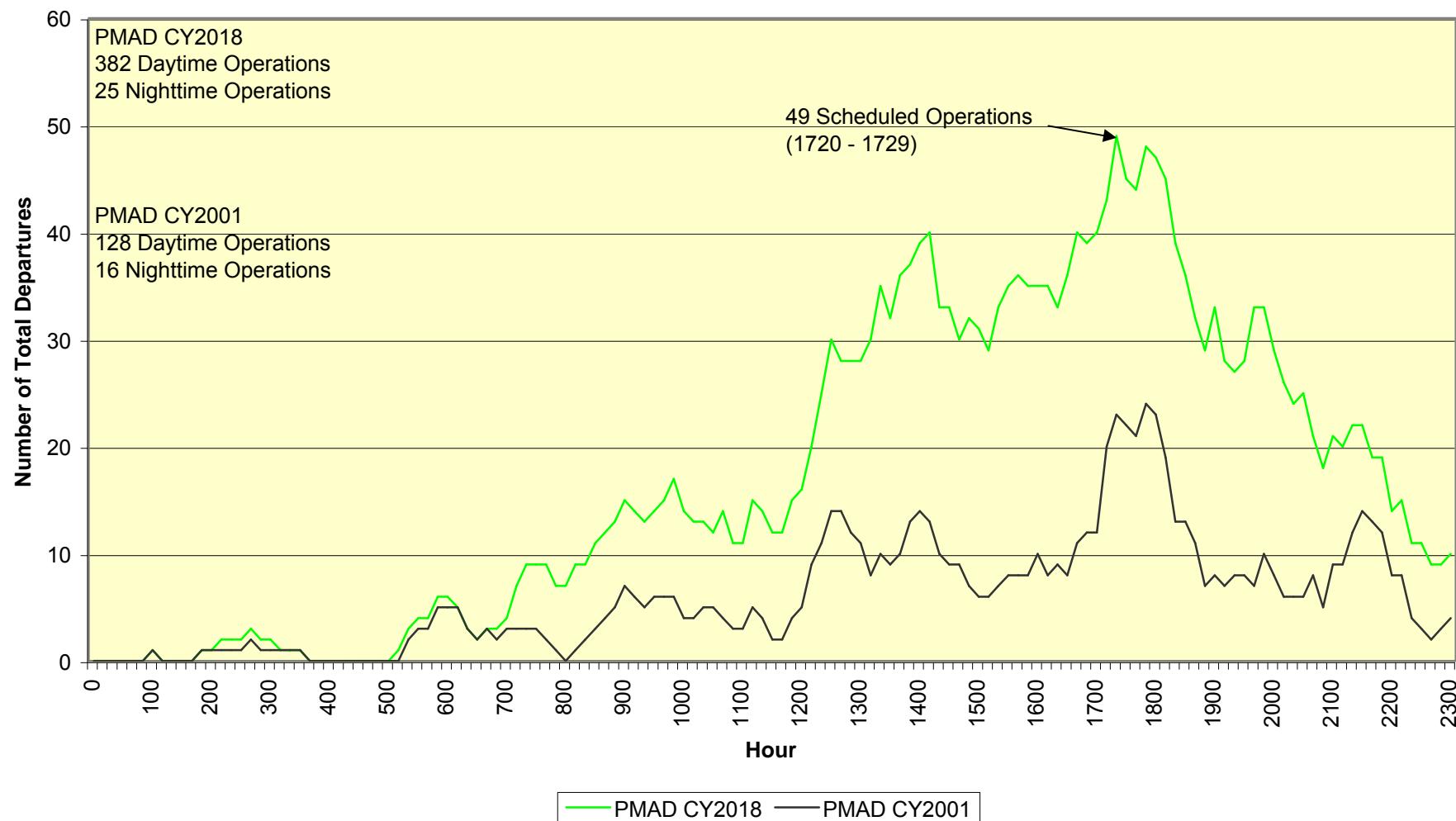


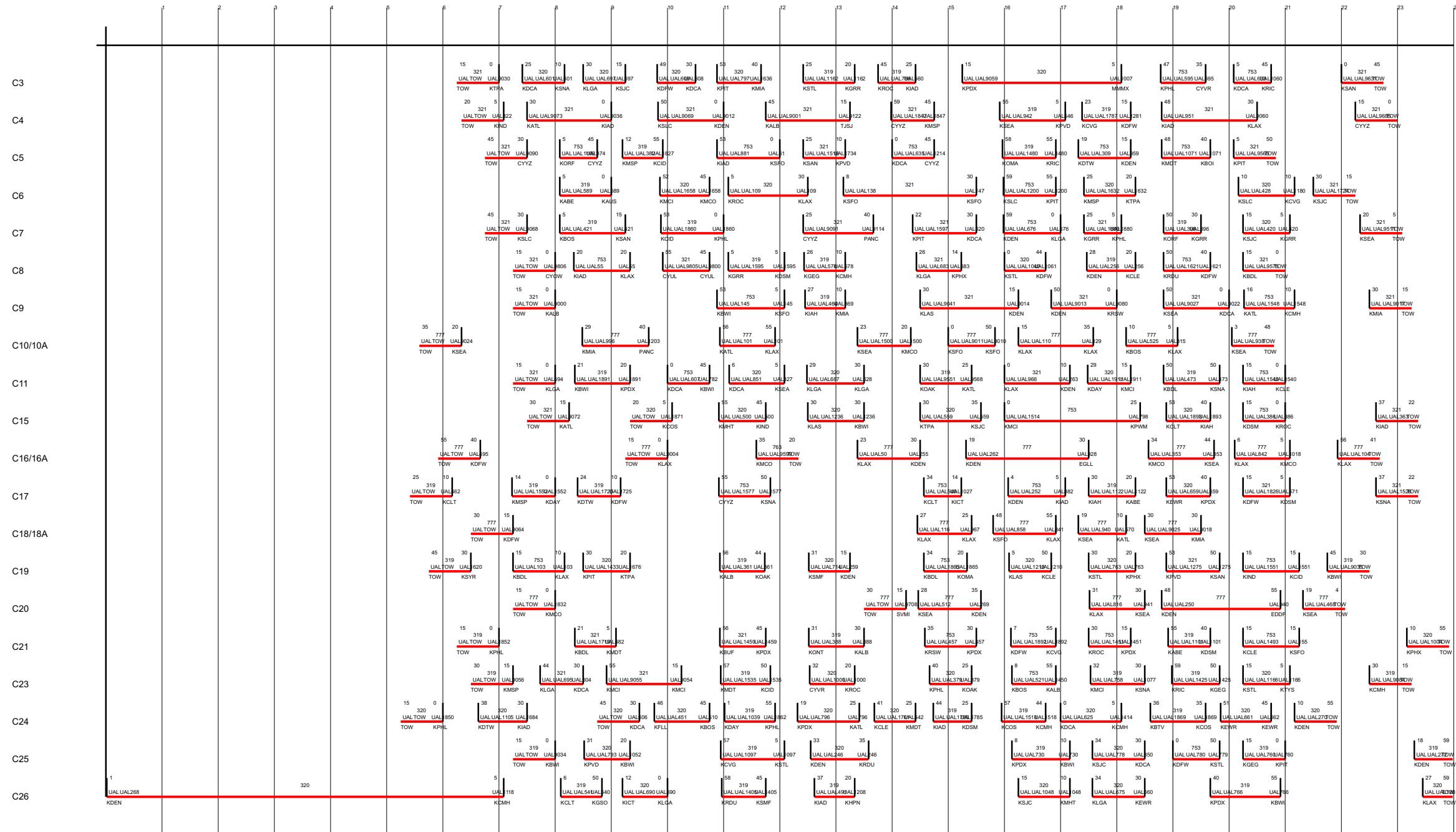
Exhibit B-24
O'Hare International Airport - Scheduled International Operations (PMAD CY2018)
Sum of Previous Hour





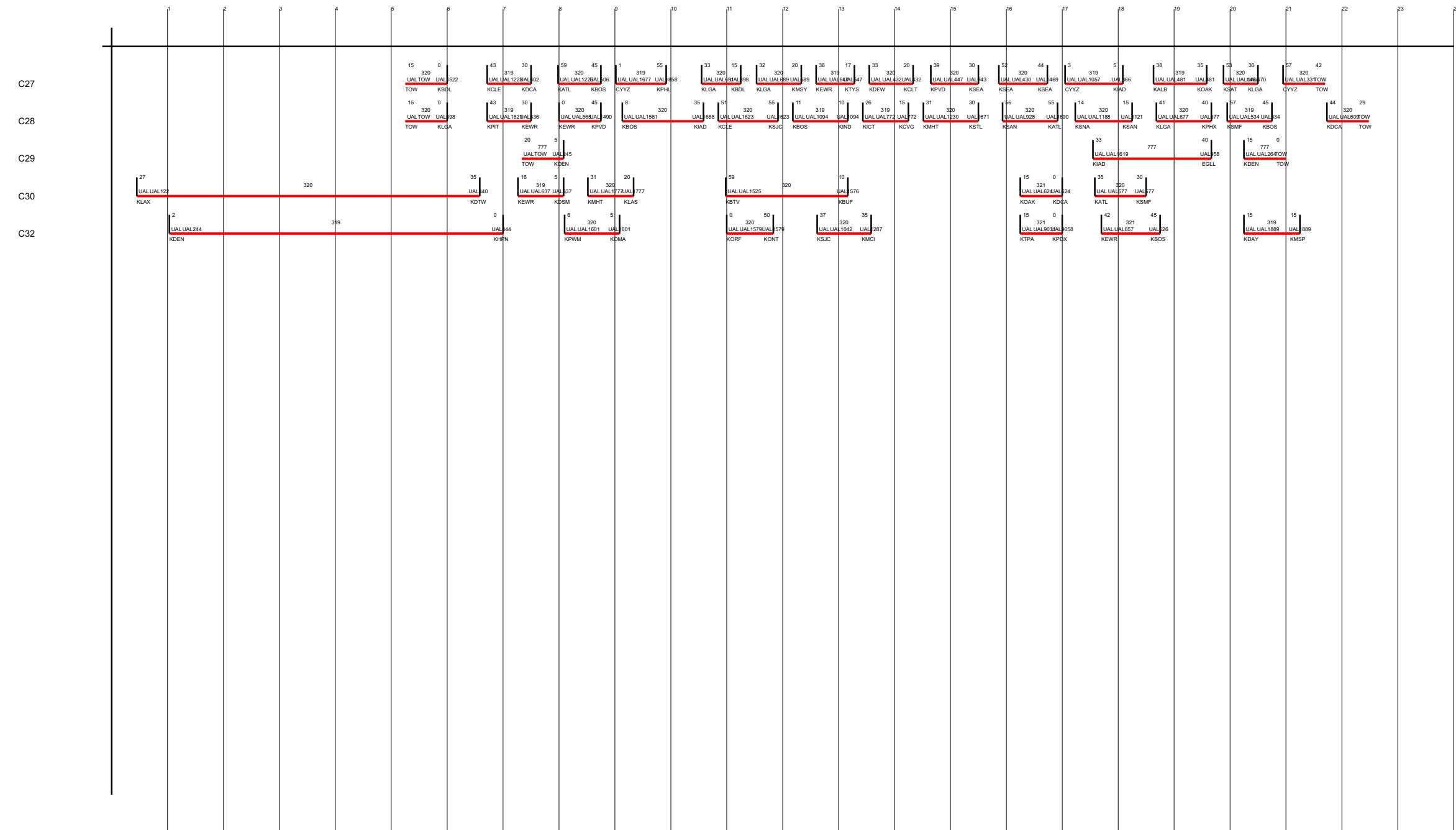
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 1 2018 Ramp Chart



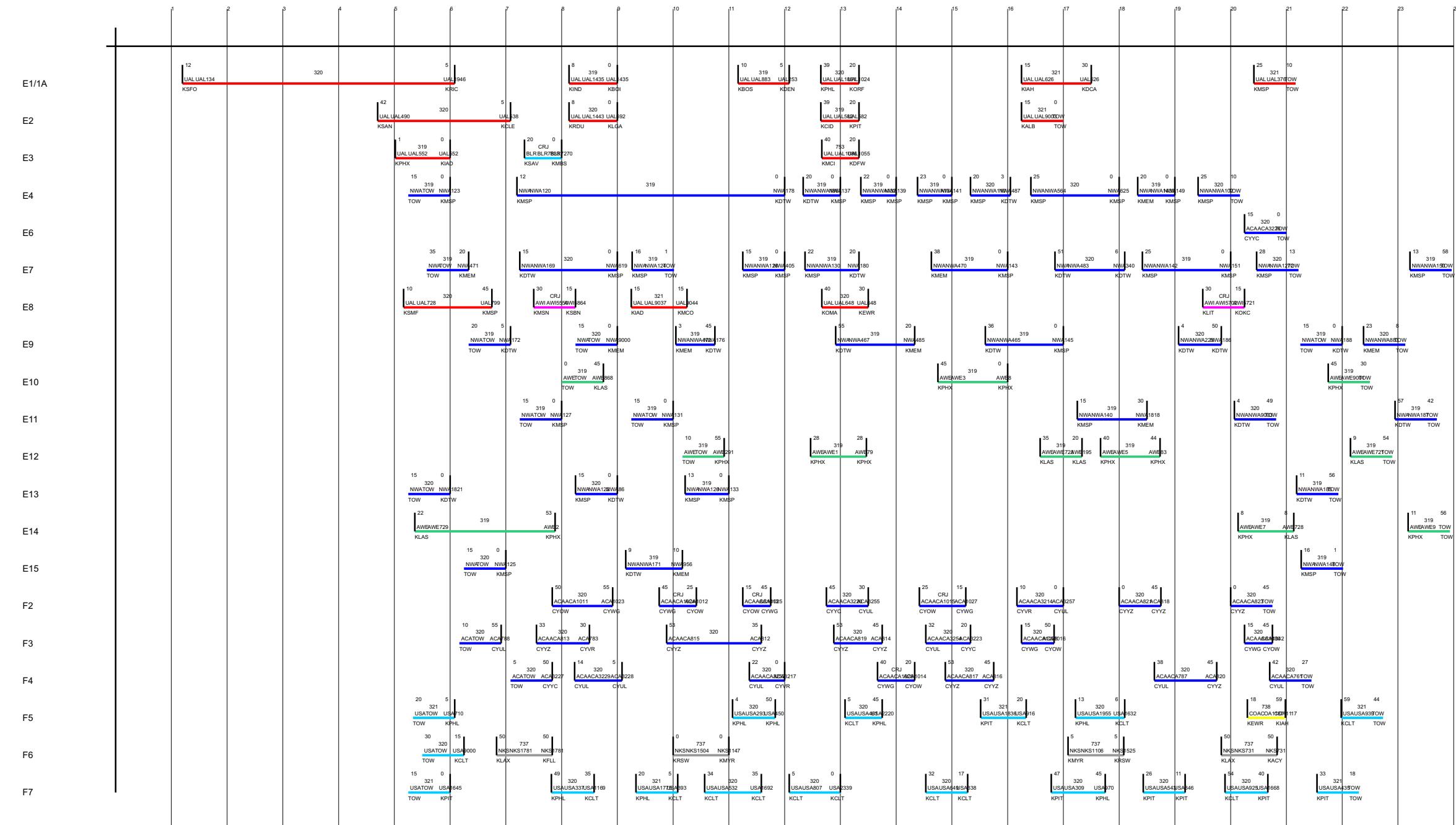
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 1 2018 Ramp Chart



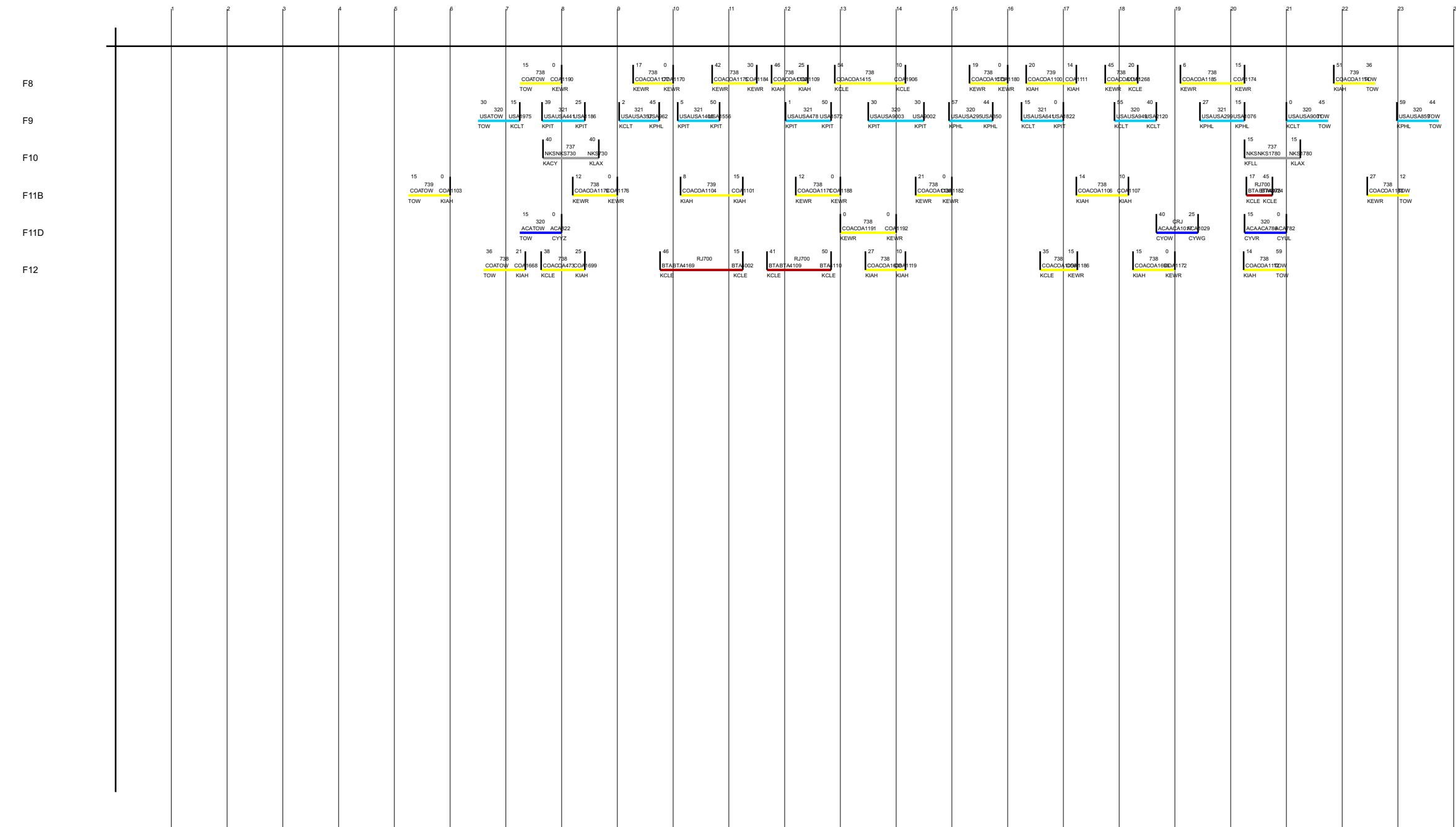
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 1 2018 Ramp Chart



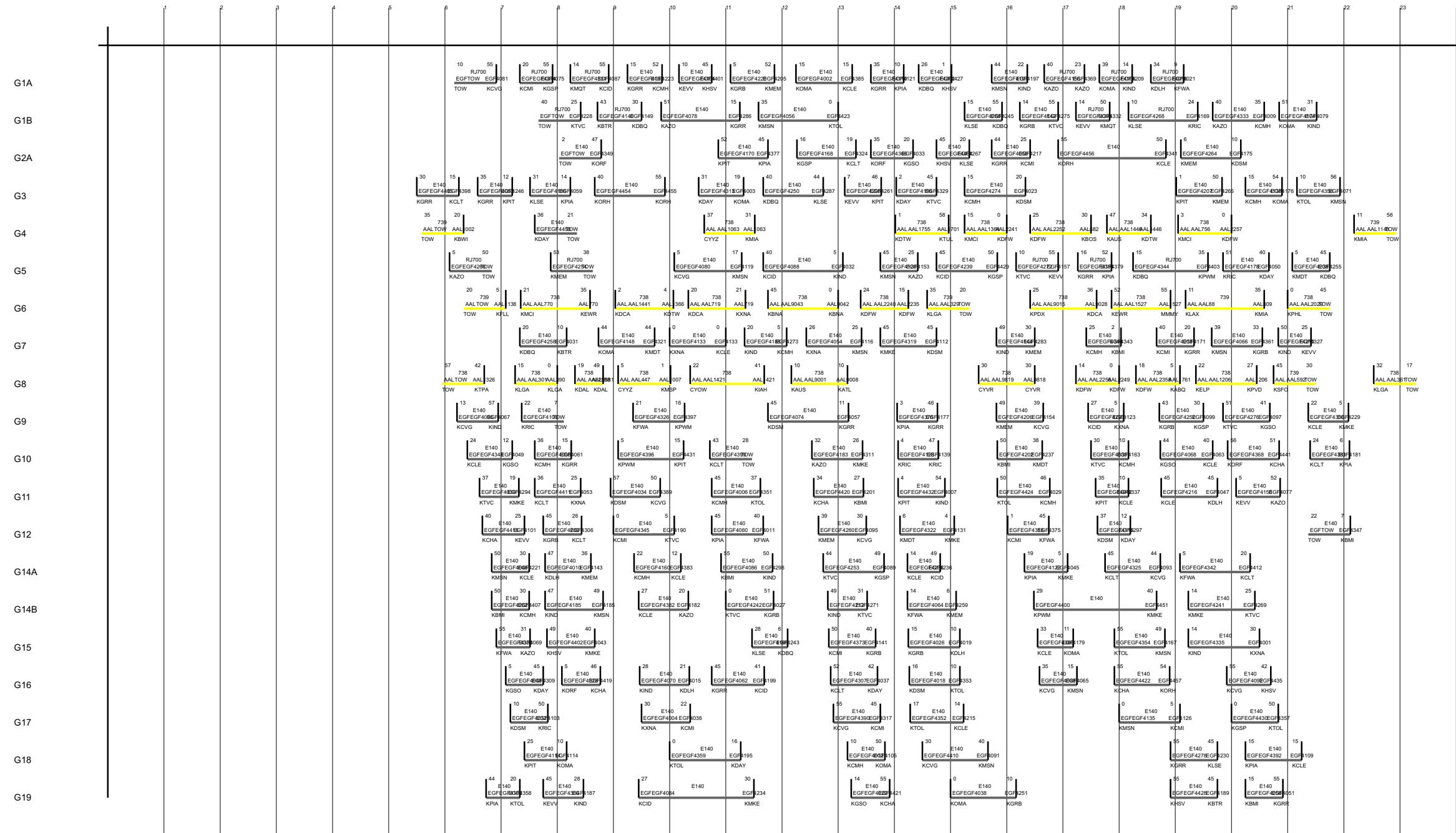
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 2 2018 Ramp Chart



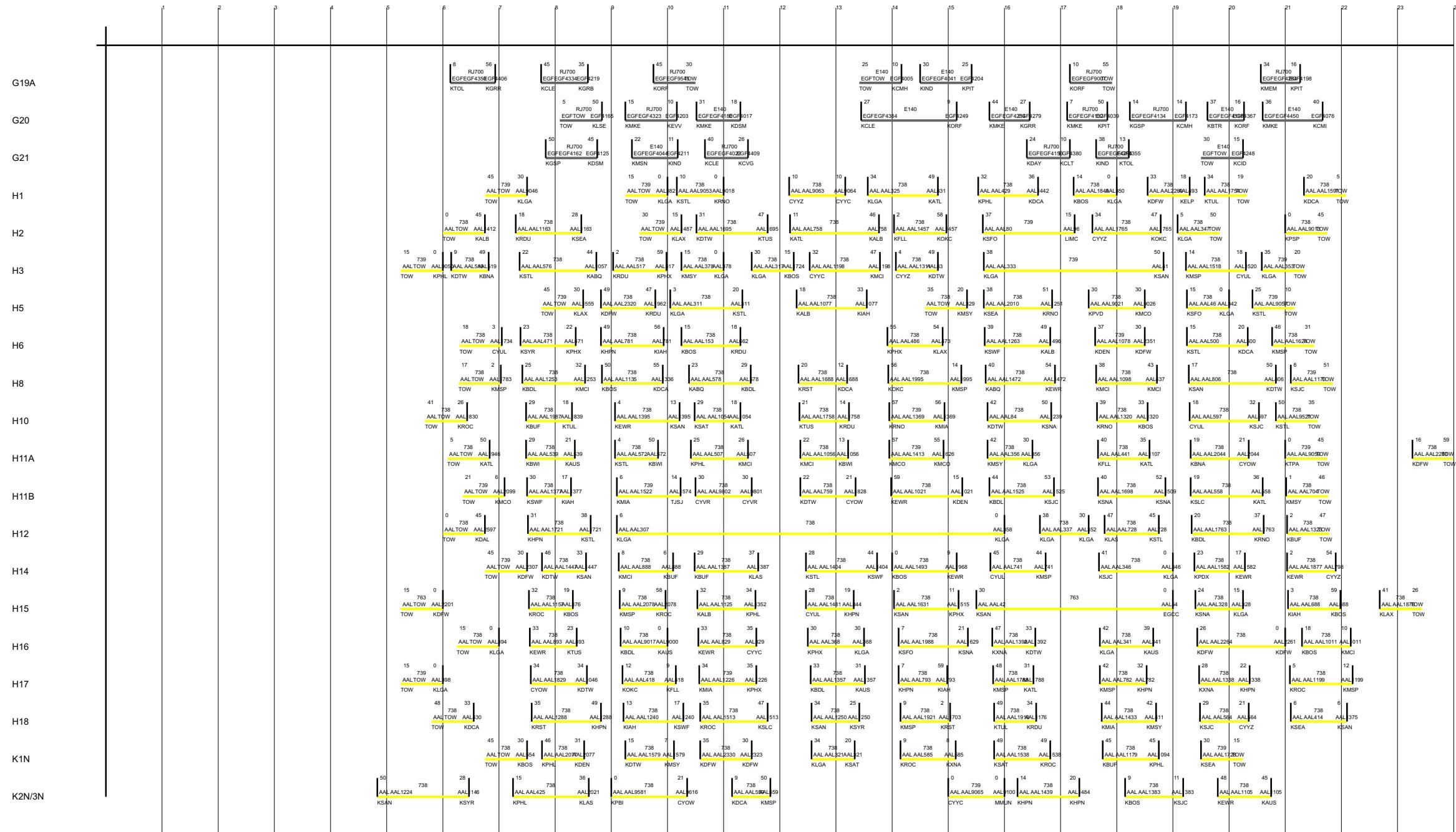
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 2 2018 Ramp Chart



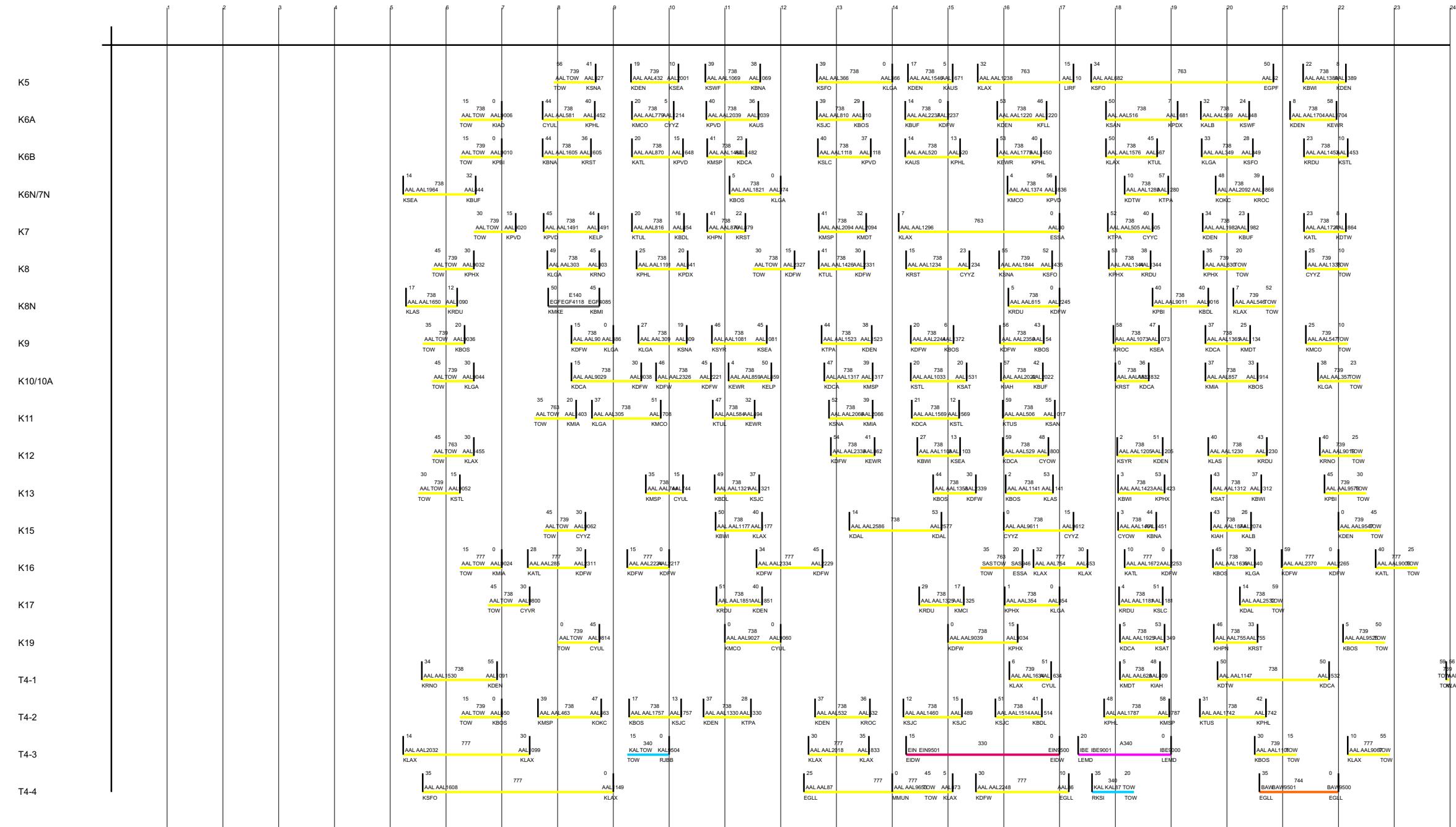
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 3 & 4 2018 Ramp Chart



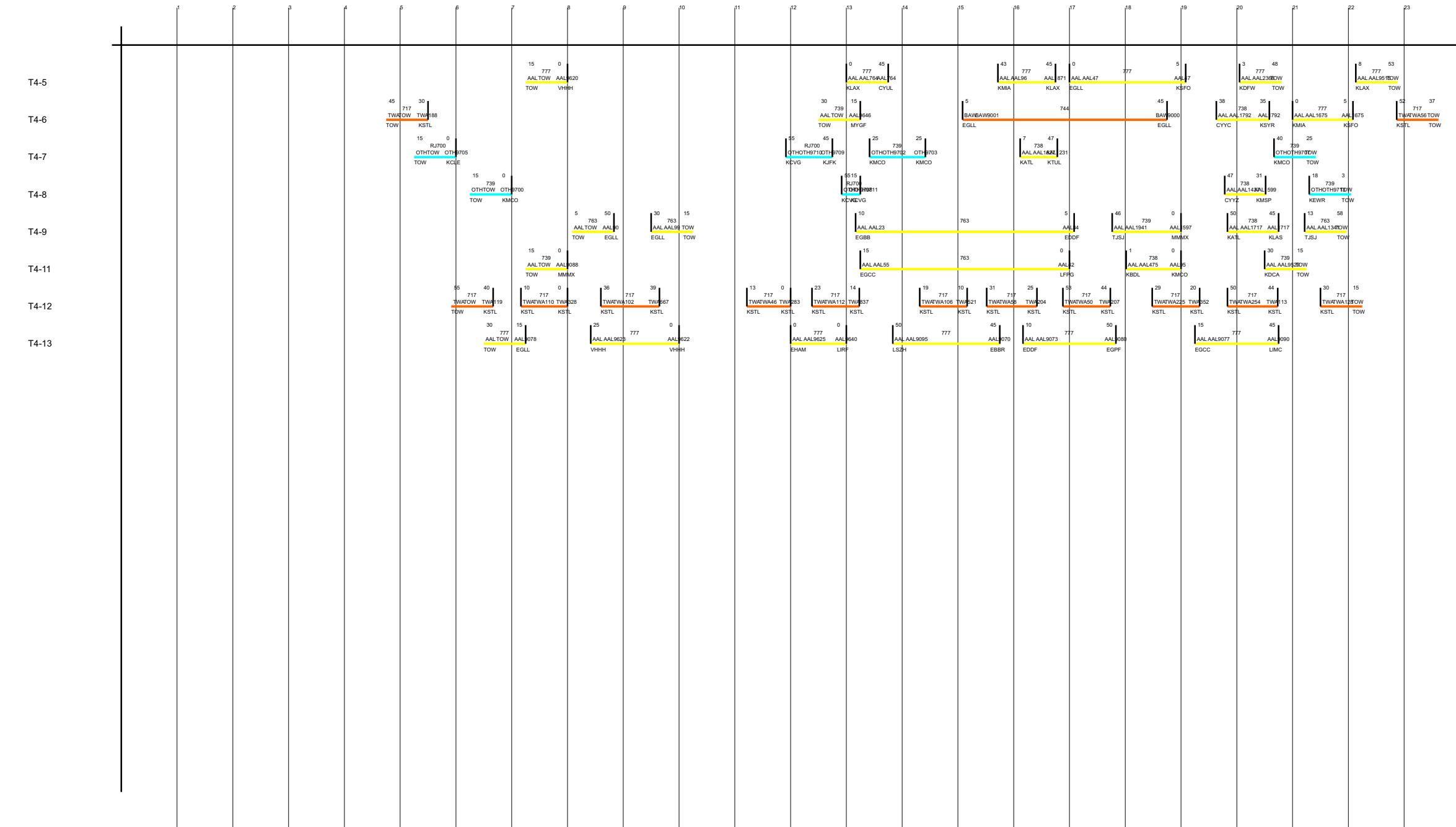
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 3 & 4 2018 Ramp Chart



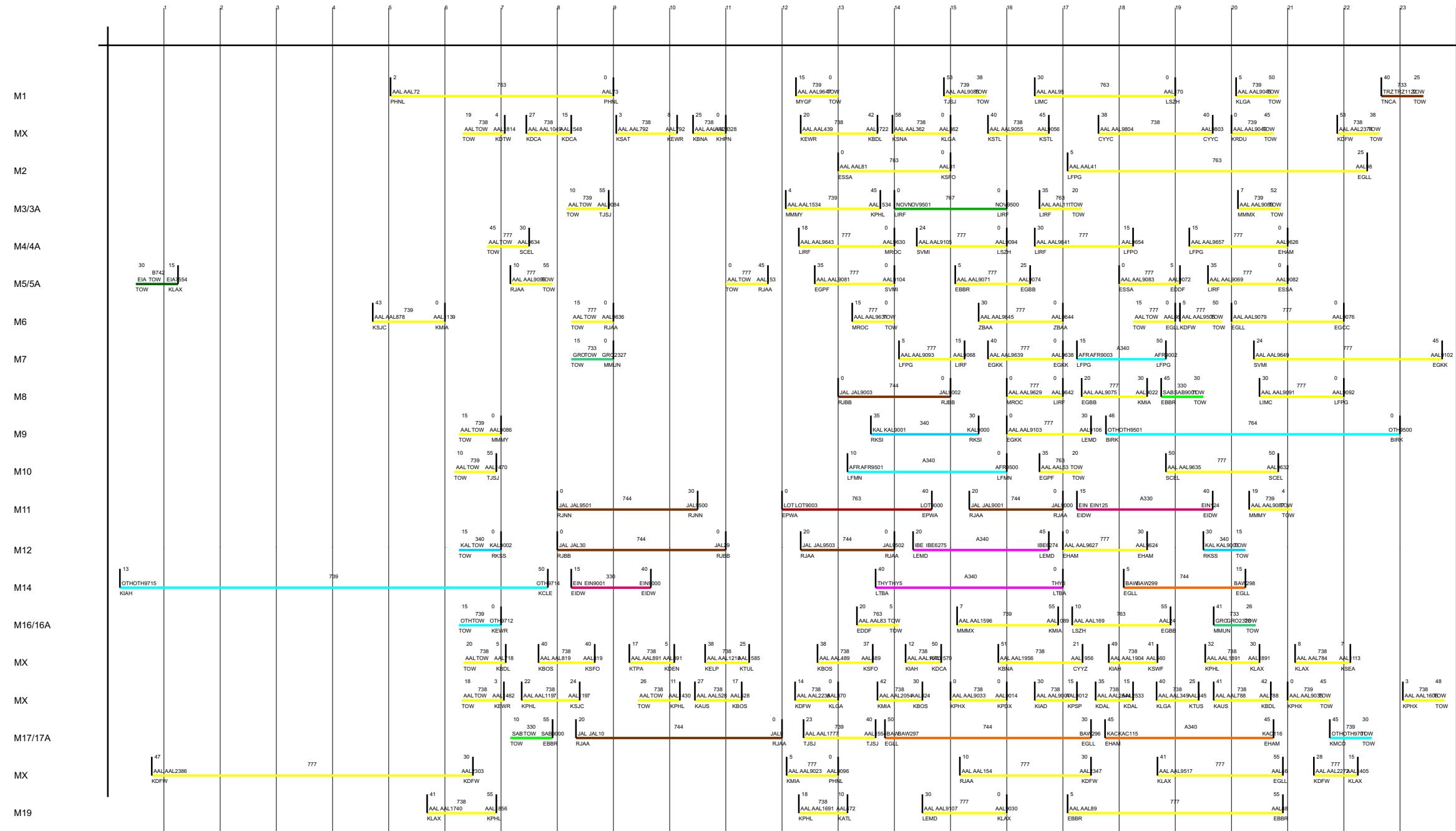
Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 3 & 4 2018 Ramp Chart



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

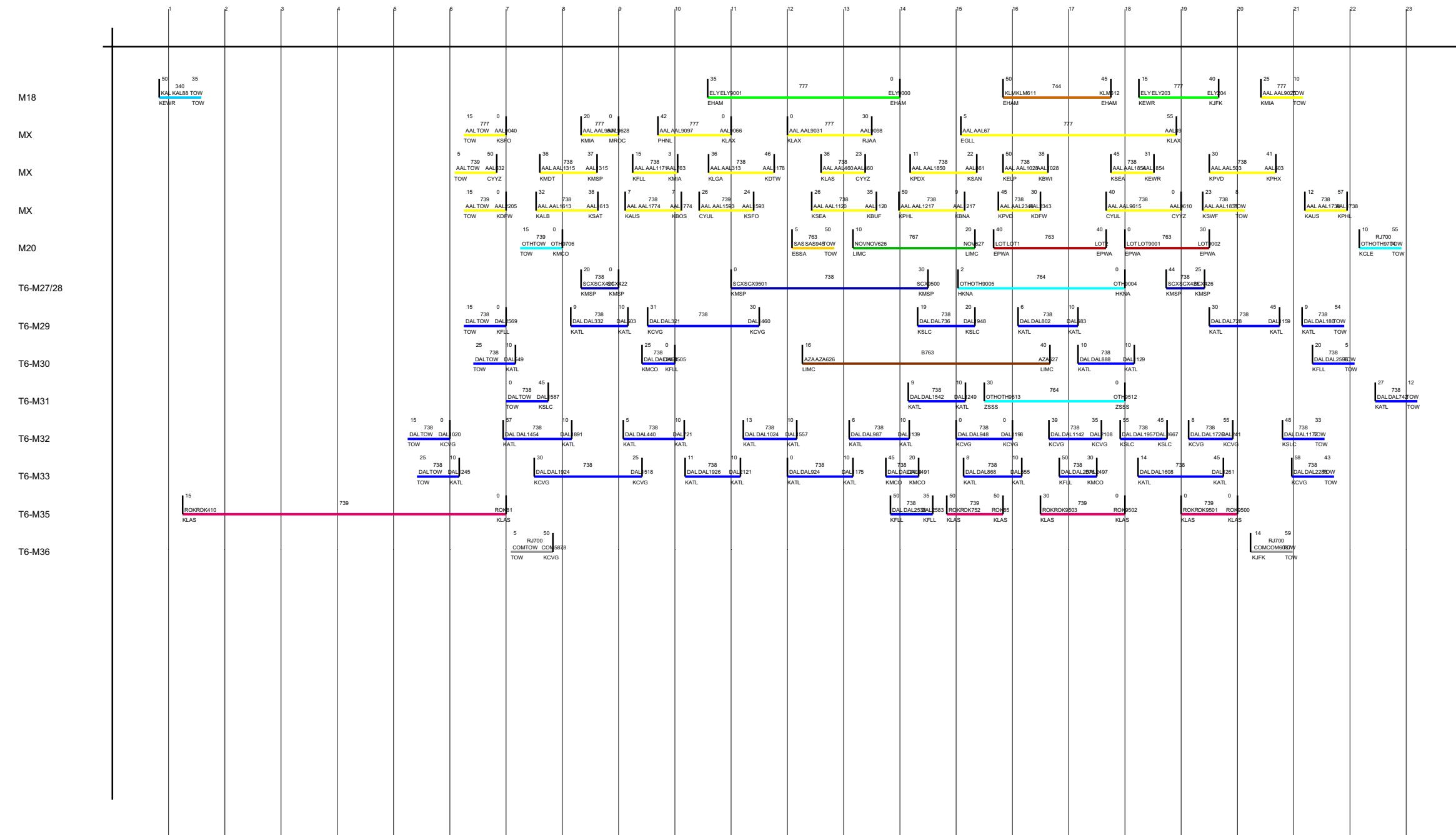
**Terminal 3 & 4
2018 Ramp Chart**



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Note: MX gates will receive correct T5/6 identification in future gate schedules.

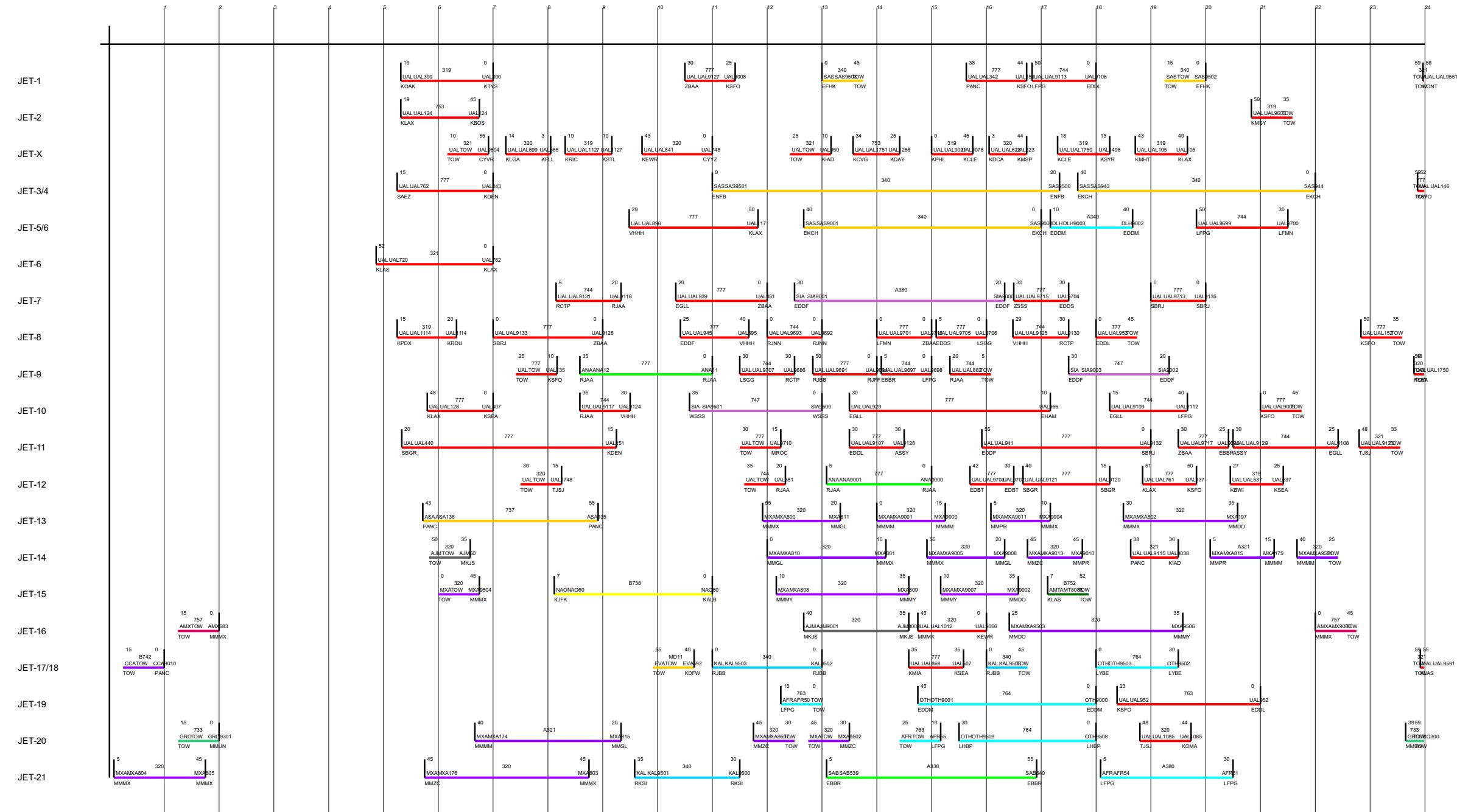
Terminal 5 & 6 2018 Ramp Chart



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Note: MX gates will receive correct T5/6 identification in future gate schedules.

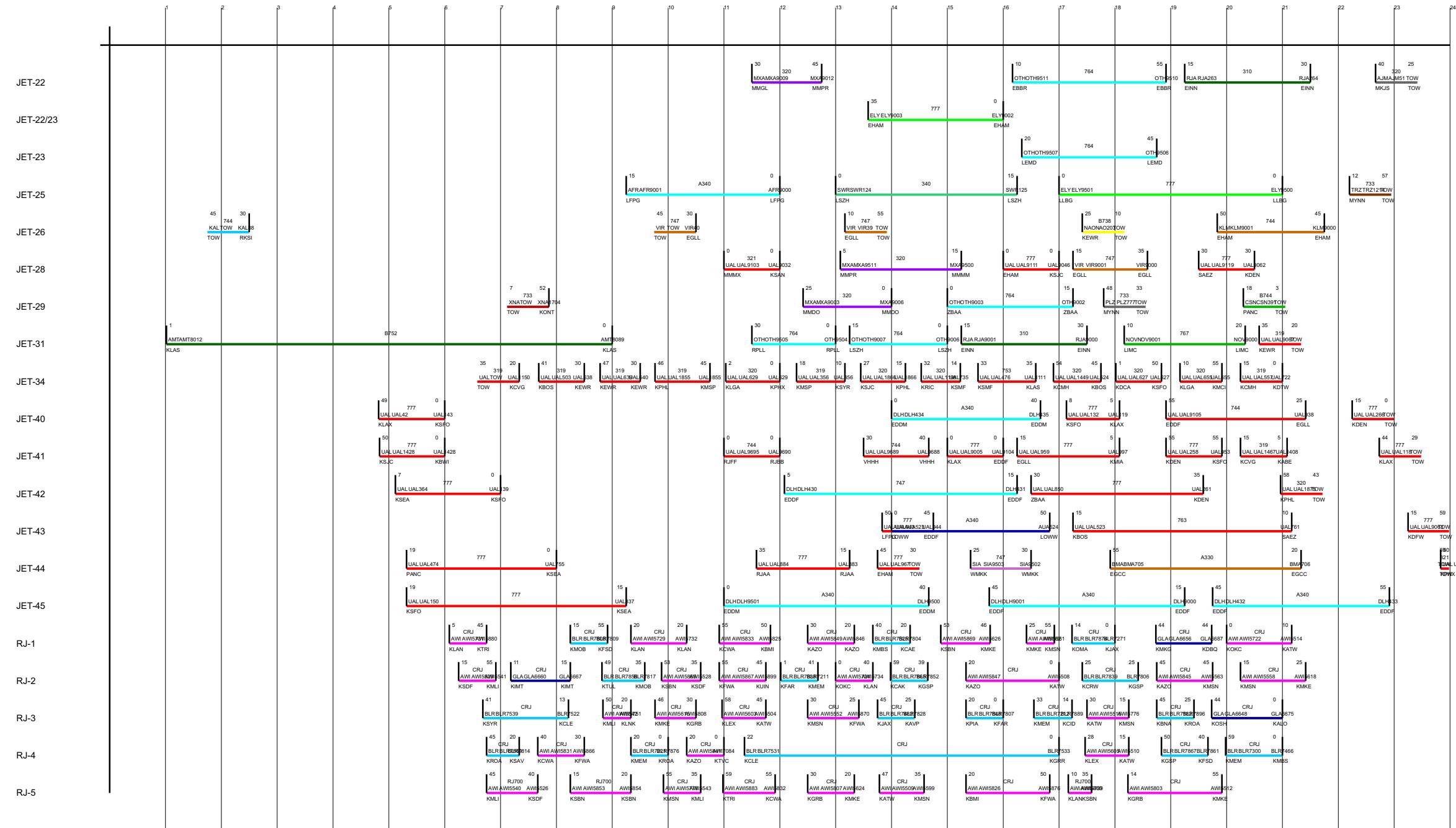
Terminal 5 & 6 2018 Ramp Chart



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

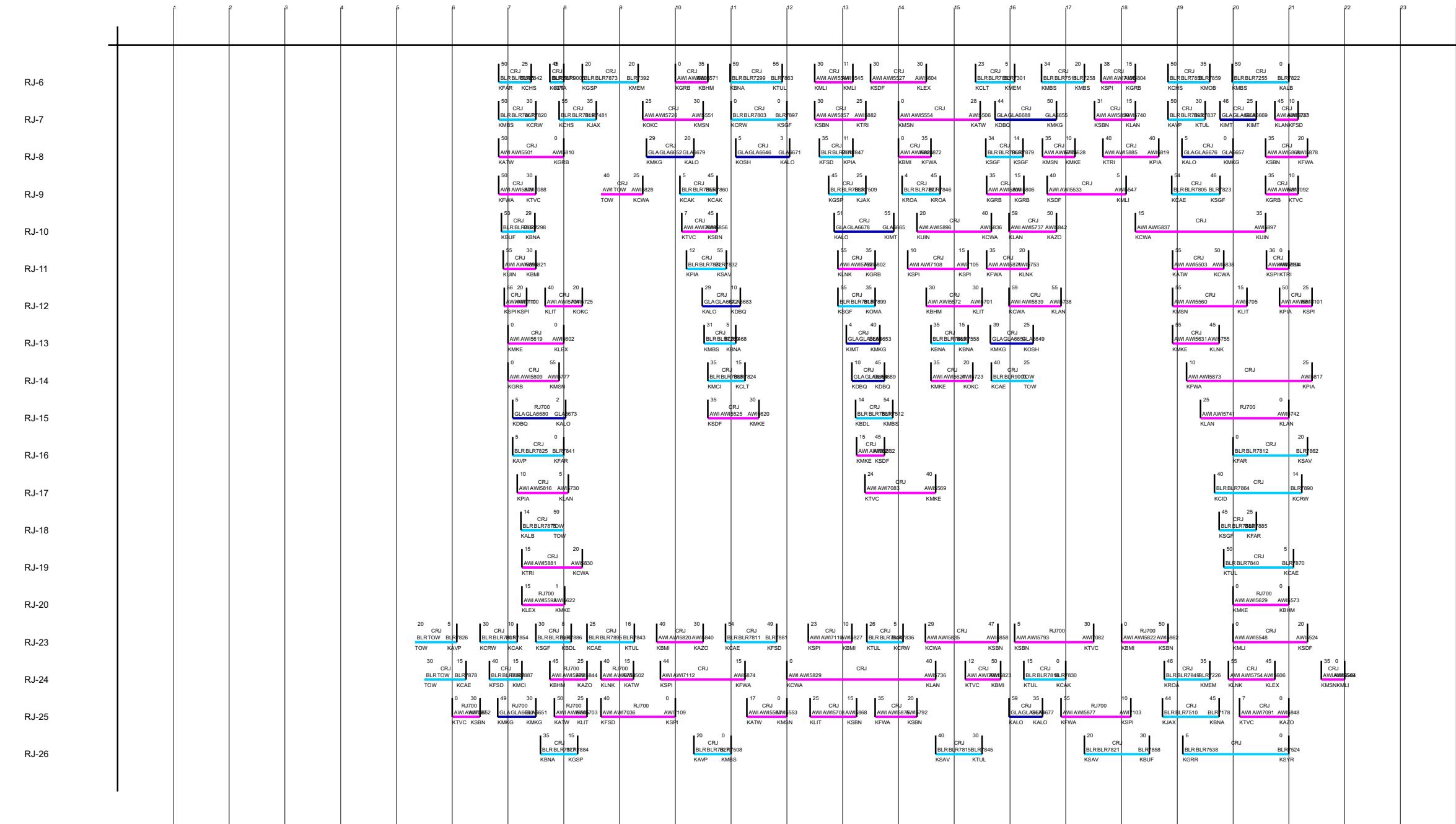
Note: Gate JET-X will receive correct T7 identification in future gate schedules.

Terminal 7 2018 Ramp Chart



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 7 2018 Ramp Chart



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Terminal 7 2018 Ramp Chart

Appendix D – Section VII: Implementation Plan Assumptions

Assumptions included in Section VII: Implementation Plan include the following:

Original Project Cost Estimates

- OMP Source: TOK, LLC and AOR, 2002 dollars discounted to 2001 dollars.
- CIP Source: City of Chicago Department of Aviation, escalated dollars.
- WGP Source: Landrum & Brown, 1999 dollars. Current estimates vary from original cost estimate due to the deletion of Terminal 2 projects by Ricondo & Associates, Inc. for purposes of this analysis only.

Funding Sources

- Discretionary grants: \$600 million discretionary grant paid \$60 million annually, except for \$100 million in 2012 and \$20 million in 2013.
- Noise discretionary grants: \$5 million annually from 2004 through 2012.
- Passenger facility charges: \$4.50 per eligible enplaned passenger from 2003-2010 with forfeiture of 75% of passenger entitlement grants.
- Passenger facility charges: \$6.00 per eligible enplaned passenger from 2011-2022 with forfeiture of 100% of passenger entitlement grants.
- Passenger facility charges: 85.1% of enplaned passengers are PFC-eligible enplaned passengers.
- Bond assumptions:
 - GARB rate: 6.00% (except for 2003, which was 5.50%)
 - Debt Service Reserve Fund investment rate: 2.0%
 - Construction Fund investment rate: 1.00%
 - Capitalized Interest Fund investment rate: 1.00%
 - Costs of issuance: 1.00%
 - Debt service coverage ratio (Third Lien): 1.10

Forecast

- Source (2003-2015): FAA, 2001 Terminal Area Forecast, converted by Ricondo & Associates, Inc. from enplanements in a Federal Fiscal Year (ending September 30) to enplanements in an Airport Fiscal Year (ending December 31).
- Source (2016-2022): Ricondo & Associates, Inc., as extrapolated from the FAA 2001 Terminal Area Forecast through 2015.

Non-Airline Revenue (Existing)

- Annual inflation rate: 3.0%
- Net parking revenues increase 5% per year.
- Automobile rental revenues increase at the inflation rate plus the increase in O&D passengers.
- Restaurant revenues increase at the inflation rate plus the increase in enplanements.
- News & gifts increase at the inflation rate plus the increase in enplanements.
- Other increases at the inflation rate plus the increase in enplanements.

O&M Expenses (Existing)

- All compounded annual growth rates (CAGRs) are for the 20-year period 2003-2022.
- Personnel expenses increase at the annual rate of 5.5% and CAGR of 6.6%.
- Repairs & Maintenance increase at the annual rate of 5.5% and CAGR of 7.0%.
- Energy increases at the annual rate of 4.5% and CAGR of 6.0%.
- Engineering & Professional Services increase at the annual rate of 5.5% and CAGR of 5.9%.
- Other Operating Expenses increase at the annual rate of 5.0% and CAGR of 6.3%.

Non-Airline Revenue (Incremental)

- Non-airline revenues increase at the inflation rate and the number of O&D passengers or enplanements, whichever is applicable.

O&M Expenses (Incremental)

- Terminal Area incremental O&M Expenses are assumed to be 35% of the total unit cost of existing Terminal Area O&M Expenses.
- Airfield Area incremental O&M Expenses are assumed to be 75% of the total unit cost of existing Airfield Area O&M Expenses.